

China ^{The} Mail

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was $1/6 \ 1/16$.

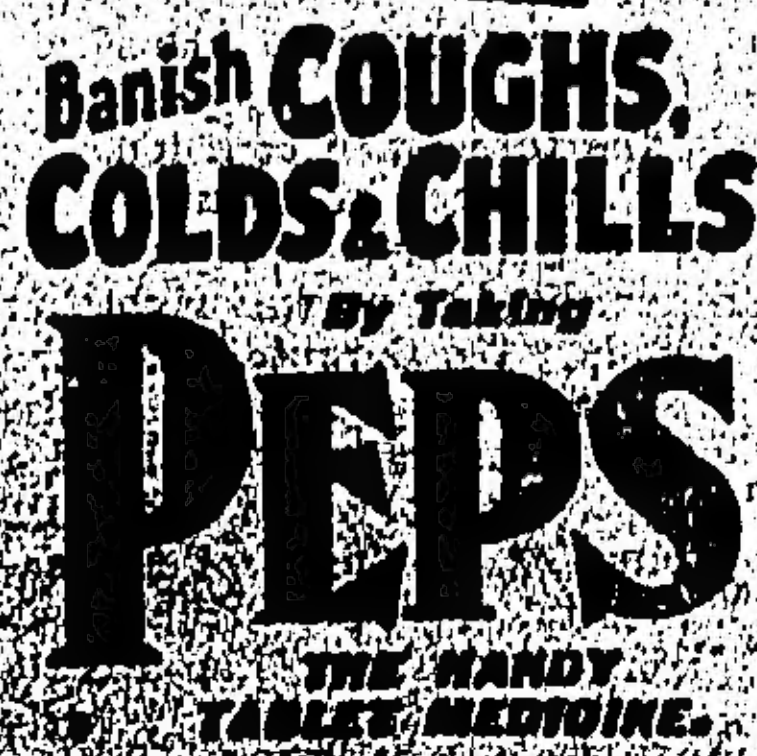
There are Spectacles and Spectacles but What A Difference in Quality
 and there are opticians and opticians, but in Hong Kong, only one European optician who measures up to the highest qualifications. Optical men in every corner of the world recognise his certificates and the modern equipment used.

The Optician.
Phone Mr. Cooper C. 2203 for appointment.
Ralph A. Cooper, F.I.O. (Engl.),
Registered Optometrist (Canada).

Government's Decision

The minimum rental asked by the Communications Company for the use of the beam telegraph station for the telephone services in question was, from £40,000 to £45,000 per annum, according to the type of equipment employed, plus a royalty of ten per cent. on gross receipts in excess of a certain figure. This was exclusive of the cheaper scheme, which was open to objection on other grounds. As a result of the consideration of all the issues the Government had decided upon a policy of taking overseas wireless telephony by concentration at the Post-Office station at Rugby and the receiving station at Barking.

"THE OVERLAND CHINA MAIL."



P. & O.-British India Apcar and Eastern & Australian Lines

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
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AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MACEDONIA	11,120	1030 1st Mar.	Marseilles & London.
KASHMIR	9,985	8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPORE	5,273	12th Mar.	Straits, Colombo & Bombay.
RAWALPINDI	16,519	20th Mar.	Bombay, Marseilles & London.
MAIWA	10,980	12th Apr.	Bombay, Marseilles & London.
RAJPUTANA	10,768	25th Apr.	Bombay, Marseilles & London.
*BELTANA		3rd May	Marseilles & London.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	From Hong Kong About	Destination
TILAWA	10,000	17th Mar.	Singapore, Penang & Calcutta.
TALAMBA	8,018	25th Mar.	Singapore, Penang & Calcutta.
TAKADA	9,949	25th Mar.	Singapore, Penang & Calcutta.
TALMA	10,900	11th Apr.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	From Hong Kong About	Destination
ST. ALBANS	4,500	4th Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,853	2nd May	

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hobei,
Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as in-
dicated on the schedule.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
RAWALPINDI	16,519	28th Feb.	Shanghai, Kobe & Yokohama.
TAKADA	9,949	5th Mar.	Amoy, Moji, Kobe, Yama & Osaka.
ST. ALBANS	4,500	11th Mar.	Amoy, Moji, Kobe & Yokohama.
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	21st Mar.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,508	22nd Mar.	Shanghai, Moji, Kobe & Yokohama.
SHIRAZ	7,841	31st Mar.	Amoy, Moji, Kobe & Osaka.
*BELTANA		8th Apr.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,936	8th Apr.	Amoy, Moji, Kobe & Osaka.
KASHGAR	9,005	11th Apr.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, DESS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two shipways and can
accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. Central No. 455.
Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 5.
Estimates furnished on application.
Hong Kong, April 1, 1931.

PIRACY SEQUEL.

Alleged Agents at
Magistracy

PROSECUTION CLOSED

The prosecution was closed be-
fore Mr. A. W. G. H. Grantham, yes-
terday afternoon, in the case in
which two Chinese are charged with
having acted as pirate agents in
negotiations for the ransom of a
Chinese engineer named Hsu, who
was captured by pirates after a suc-
cessful coupe on board the Japa-
nese s.s. Dell Maru in September last.

The last witnesses were Mr. R.
Kaneke, and Mr. K. Hashimoto, res-
pectively the chief and second
officers of the ship who spoke about
the piracy; Wong Chau, the boat-
swain and an Indian guard, who
both corroborated the officers' evi-
dence; and Tsai Yi, a Chinese de-
tective, who deposed to seeing the first
accused in room 89 of the Empress
Hotel on January 13. He "shadow-
ed" the man to the Bank of Can-
ton, and then across the harbour
to Yau-mai where he saw him enter
222, Reclamation Street, which
house was subsequently raided by
the Police.

Prior to the adjournment of the
case until Saturday, Mr. A. Covey,
for the defence, addressed his Wor-
shipship as follows:

"At the next hearing, I intend
to bring to your notice that no jury
would ever convict on the evidence
put before you. In addition I am
going to ask Your Worshipship that
the money now in the hands of the
Police shall be returned to the No.
1 and No. 2 accused to enable them
to continue their endeavours to get
Mr. Hsu released from his state of
captivity. I shall also point out
that they have really been doing
an honourable act with the best in-
tentions to get the man released,
but at the same time they expected
in return some compensation. Few
Chinese will work without some
compensation to themselves."

SHIP GOES DOWN

Rescue Work by the
British Navy

London, Yesterday.
The British battleship Nelson,
while proceeding to Malta yester-
day, rescued the master and all the
crew of the s.s. Fofa, which sank
after an explosion in its holds.

The master and crew of the
Fofa are being taken to Algiers
in the battleship Rodney.—British
Wireless Service.

PASSENGER LIST

DEPARTURES.

Per M.S. Asama Maru" for San
Francisco on February 27.

Mr. H. H. Pressens, Miss V. C.
Cripps, Mr. W. R. Lemarchand, Mr.
Alex. Murray, Mr. Marcel Beglin,
Mr. V. M. Haimovitch, Mr. A. S.
Withers, Mrs. Sydney Boulton, Mr.
J. P. Koehler, Miss M. Leitao, Mr.
Harold Blachyden, Mr. and Mrs. H.
Tiefenbacher, Mrs. J. E. Nudham,
Mr. and Mrs. W. E. Tingle, Mr. W.
Bowling, Mr. R. V. Farrell, Mr.
A. W. Wilson, Mr. A. David, Mr.
W. W. Astor, Mr. J. E. Perkins, Mr.
and Mrs. C. Encarnacao, Mr. E.
Nohara, Mr. T. Kubodera, Mrs. E.
Levening, Miss W. Kelly, Mr. N.
Mayekawa, Mr. S. C. Row, Mr. M.
Yoshio, Comdr. E. Matsura, Mr.
T. Itoh, Mr. N. Mayekawa, Mr. E.
Namioka, Miss T. Matsunaga,
Miss E. Akawa, Mrs. Nishi, Mr.
K. Mura, Capt. S. Watanabe, Mr.
and Mrs. P. Castillo, Mr. and Mrs.
Kito, Mr. T. Black, Mr. C. B. Robert-
son, Mr. P. P. Shaw, Major F. E.
Binney, Mr. and Mrs. P. Rigant, Mr.
A. Webster, Miss M. J. Keith, Mr.
Norman Lamperd, Mrs. C. M.
Manners, Dr. Joseph F. Rock, Mr.
Alfred J. Rich, Mrs. Rose Rich
Livingston, Mr. H. L. Houghton,
Mr. P. A. H. Rohling, Mr. H. H.
Benson, Mr. E. R. Blackburn, Prof.
and Mrs. R. H. Compton, Mr. and
Mrs. M. S. Rice, Mr. Ralph Edw.
Jenny, Mr. Philip L. Gildred, Mr.
and Mrs. H. E. Snuggs, Master H.
H. Snuggs Jr., Mr. R. A. Cooper.

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"CHANGTE" & "TAIPING"

These New Vessels Maintain a Regular Service from
HONG KONG TO AUSTRALIAN PORTS
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Through Bills of Lading issued to all Australian, New Zealand
and Tasmanian Ports.

Excellent and Most Up-to-Date First and Second Class Passenger
Accommodation.

HONG KONG TO SYDNEY—19th DATE.

Steamers	Due Hong Kong	Due to Sail
TAIPING	11th March	18th March
CHANGTE	11th April	18th April
TAIPING		
CHANGTE		

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Agents.
Tel. C. 86

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FROM CALCUTTA & COLOMBO TO
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Telephone Central 1030.

1,350 LBS. PRESSURE

Another Advance in
Steam Generation

Just recently the Ford Motor
Company, River Rouge, Detroit,
placed an order for two steam
boilers, each of which will have a
maximum capacity of 700,000 lbs.
per hour, while—evidently more amaz-
ing—the pressure is to be no less than
1,350 lbs. per square inch, the steam
being superheated to 750 degs. F.
These can undoubtedly be regarded as
the most remarkable boilers in
the world, and there seems to be no
end to developments in steam gen-
eration practice, while it is not
necessary to emphasise the signifi-
cance for marine work.

At the present time the builders
of these boilers are constructing
three boilers of the "Double Ladd"
type, 600,000 lbs. normal evapora-
tion and 800,000 lbs. overload for
the Hall Gate Power Station in New
York. These will be operated with
pulverised fuel, but will only run
at 425 lbs. pressure and 705 deg. F.
superheat. There are, of course, a
considerable number of forged drum
boilers in operation from 900-1,500
lbs. per square inch pressure, while
it will be remembered that Inter-
national Combustion, Ltd., in Great
Britain, are supplying an installa-
tion eight forged drum steel boilers
for 800 lbs. per square inch pres-
sure, with normal evaporation of
260,000 lbs. of water per hour.

It is, however, a new and formid-
able proposition to construct boilers
of 700,000 lbs. evaporation per hour,
which will at the same time work
under such severe conditions as
1,350 lbs. per square inch pressure.

Water-Cooled Tube Walls

These new boilers for the Ford
Company are to be operated on the
latest pulverised fuel principles, the
burners being placed at the top
corners of the combustion chamber,
facing downwards tangentially to-
wards the centre, so as to give a
violent action of air and fuel within
the combustion chamber. Also the
latter will be constructed for all
four walls of water-cooled steel
tubes in series with the boiler,
while air-heating is to be included,
with the greater part of the hot air
passed through centrifugal pulver-
isers, the remainder of the air
apparently being added to the com-
bustion chamber and not passed
through the burners. Further de-
tails of this plant will be awaited
with the greatest interest, and it
understood also that there is to be
included a turbine of 110,000 k.w.
capacity, while the erection will be
commenced this year.

Undoubtedly, the Ford Company
are one of the foremost firms in the
world with regard to steam and
power generation, and in 1921, for
example, they first installed pulver-
ised fuel firing with boilers at that
time the largest in existence, while
they also adopted the most elaborate
and scientific methods for control of
the pulverised fuel firing from
panels having a single operator for
one boiler, with a series of switches
for operating the air, feed-meter,
pulverised fuel, and blast furnace
gas, the whole of the latter being
utilised for steam generation.

To-day it is stated that the Ford
Company have nearly 500,000 square
feet of boiler heating surface oper-
ated with pulverised fuel firing,
while they now construct the whole
of their own steam turbines, and
have the most elaborate arrange-
ments for utilising to the full every
waste product in the shape of fuel,
not only blast furnace gas but also
coke oven gas, small coke and saw-

dust and wood refuse from the
wood-working shops, although only
a very small amount of wood is used
in making the Ford cars.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered Steamship,
"COL DI LANA"
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Suez, Aden, Colombo, Penang &
Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 22nd February, 1930.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
28th inst. will be subject to rent.

All claims against the vessel must
be presented to the Underwriters on or
before the 10th prox. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
28th inst. at 10 a.m., by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been effect-

ed. Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, February 22, 1930.

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the Tide-pre-
dicting Machine, which includes 40
components for the better prediction
of tides, from the result of the
analysis of the tidal observations
taken at the Kowloon tidal observa-
tory under the direction of Dr.
Dobruck during the years 1887, 1888
and 1889.

The times and heights are given
for Kowloon but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

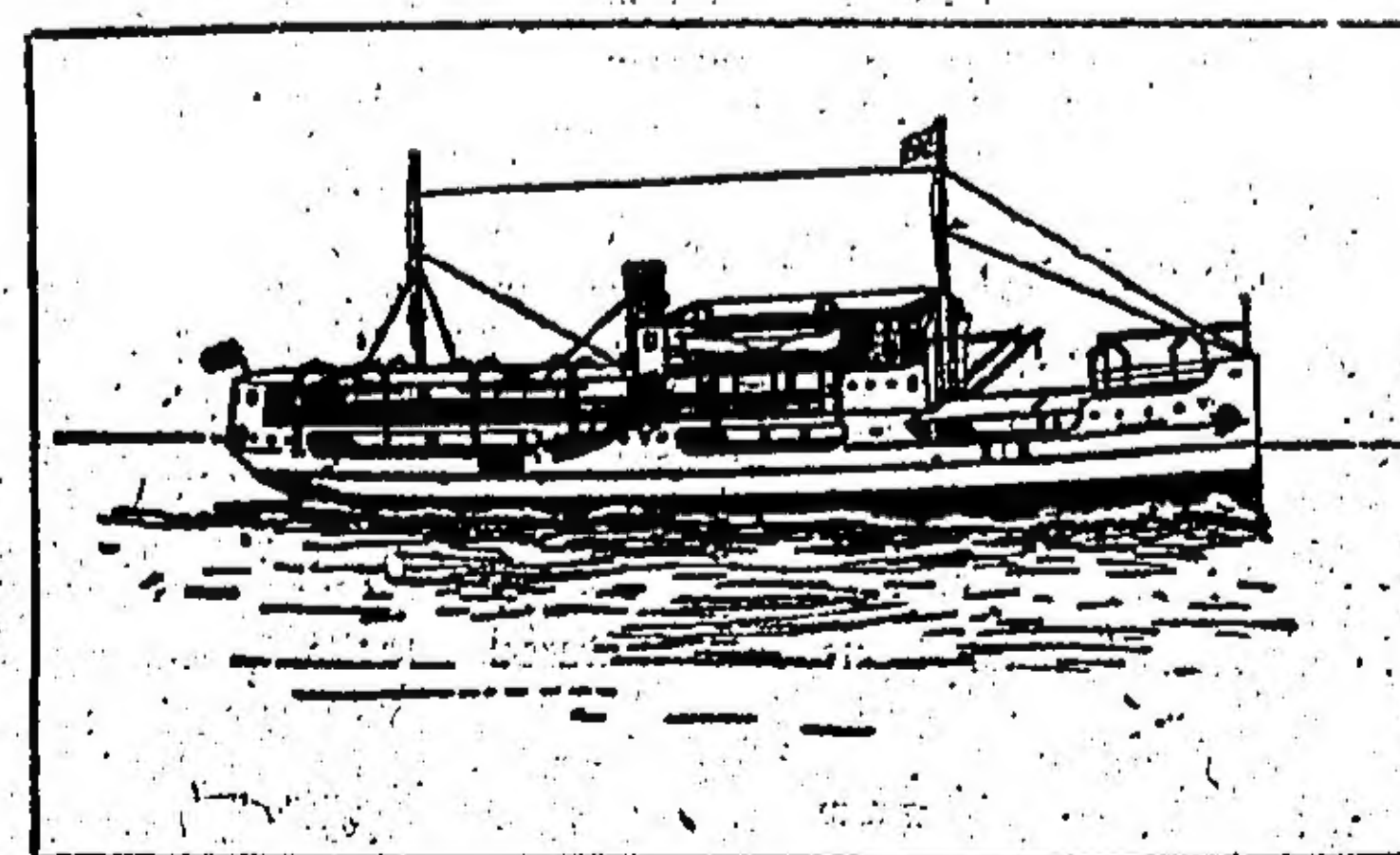
The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

Date	High Water	Lower Water
Feb.	Standard Times	Standard Times
Thurs 27	10 42 8 53	4 1 2 43
Fri 28	10 38 9 38	4 5 3 18
Sat 29	10 41 10 7	4 30 3 53
Sun 30	10 44 10 41	4 37 4 37
Mon 1	11 14 11 16	5 14 5 8
Tues 2	11 41 11 47	5 50 5 43
Wed 3	12 14 12 14	6 16 6 16

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ELECTRICIANS.



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Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" R.P.
x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; B.H.P. 380; Speed 10 1/2 knots. Built
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

Codes Used:
AL, A.B.C.
Fifth Ed-
ition; En-
gineering;
First &
Second Ed-
ition; West-
ern Union
and Wat-
tson.

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Dainty Dusting Powder.

Imparts a natural freshness and sweetness to the skin. Removes and prevents any odour of perspiration.

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A. S. WATSON & CO., LTD.The Hong Kong Dispensary 'Phone C. 16
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THE "SHAVEEZI"

THE "SHAVEEZI" AUTO STROP RAZOR SET



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Mr. & Mrs. H. H. SNUGGS & SON,
Hardeeville, So. Car., U.S.A.
P. P. C.

Hong Kong, Thursday, Feb. 27, 1930.

IMPORTED SLANG

The invasions of Hong Kong by American tourists can have small influence on the speech of our residents, if only because we may seldom have the opportunity of meeting these visitors on their fleeting tours, or because the average type of United States citizen who passes through the Colony is both wealthy and educated, and speaks more or less understandable English.

We have noticed a few instances where the employees of shops and business houses who come into contact with Americans affect the twang and the peculiar idioms of the New World. As with all vices, there is something fascinating about American slang, and one can easily understand why not very serious Chinese and other youths favour such expressions as "hot dog," "and how," and other meaningless phrases.

The danger, however, does not come from the tourist, but from the talking film, which is an instrument of tremendous influence, able to make or mar the speech of young English-speaking peoples. In point of fact, it is to be feared that words now speak louder than deeds. An American article lately announced that thousands of words strong, "invading the strong hold of English speech." The danger has been pointed out by Members of Parliament in Great Britain, and

only the other day Sir Alfred Knox, M.P., asked Mr. William Graham, the President of the Board of Trade, to protect the English language by limiting the import of American talking films and encouraging the production of British films. The protest is timely. The standardised speech of the American talk-film suffers not only from an irritating accent, but also from a poverty of phrases. The British, once the lords of language, may become, like the Americans, the slaves of slang.

The British attendants at the popular West End picture houses already talk only the language of the screen. "Says you," "Says me!" the catch phrases of talking films, are now the "smart" sayings of suburban London, and Hong Kong seems doomed to a similar fate, unless the policy is changed. A girl in a crook film is either a "skirt" or a "sweetie," if she is not a "goll" or a "Jane," and philandering elderly men, bald enough to know better, are all "sugar daddies."

Our youths and girls are saying: "It sets me back," when they mean "It cost me." The silly exclamation, "And how!" has gripped the standardised mind of the United States. We do not know what it means, but it is a popular cousin of "Apple sauce." "Let's go places and do things," is another linguistic "reach-me-down" worn by young America, and now being repeated wherever talking films are shown.

Words without music kill romance, and many of us must have lost our shadow loves—Miss Mary Pickford and Miss Clara Bow—when we heard them speak with the metallic scream of grinding steel. The English language is the common heritage of the American people and ourselves, and so we can understand most of what Hollywood's film stars say to us in the talking films. But we do not speak the language in quite the same way, preserving, so far little modified, our native accents and idioms, and even our peculiarly English method of articulation. But ears upon which the clipped and rather harsh speech of American heroes and heroines has repeatedly impinged are not the best guardians of our tongue. The request, therefore, of Sir Alfred Knox to the President of the Board of Trade, that steps be taken to preserve the English language from the assaults delivered upon it by the talking films, should command general sympathy, and the hope that any action taken by the Home Government will be followed by the Government of Hong Kong.

News in Brief

A Chinese contractor was fined \$50 at the Kowloon Magistracy on charges of blasting during prohibited hours and the unlawful possession of gunpowder. Three coolies were discharged, as the contractor accepted all responsibility.

An application for the destruction of a quantity of obscene photographs and pictures, found concealed in the cook house in an unnumbered house in New Street, was made at the Kowloon Magistracy this morning by Detective-Sergeant Fowle. The application was granted.

The forthcoming weddings are announced by Lieut. Christopher John Wood, R.N., of H.M.S. Iroquois, to Miss Kate Mona Enid Hallaran, residing at St. George's Hotel, Kennedy Road; and Mr. James Campbell, engineer, Messrs. Butterfield & Swire, to Miss Laura Woolnough Dransfield, of 11, Quarry Point, Quarry Bay.

One man and four women appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning charged with trespassing in a Government Plantation in Tai Po Road. The man was fined \$25 or three weeks' jail in default, while the women were each fined \$10 or two weeks' hard labour.

CARDINAL DEAD**Brother of Chamberlain to King of Spain**

Rome, Yesterday. The death has occurred of Cardinal Raphael Merry Del Val, Pontifical Secretary of State from 1903-4, following an operation.—Reuter. [Cardinal Merry Del Val, who was 65, was a brother of the Marquis de Merry Del Val, Chamberlain to the King of Spain. Deceased was formerly Archbishop of Nicaea and Papal Envoy at King Edward's Coronation. He was educated at Slough, and Ushaw College, Durham.]

SOVIET HONOUR**Chinese Still Held at Vladivostok**

Nanking, Yesterday. In spite of the Harbinovsk Agreement under which Soviet prisoners detained as a result of Chinese Eastern Railway incident, have been entirely released, the German foreign office is being requested to protest against Soviet breach of faith.—Canton, News Agency.

KILLED IN SLEEP**Fate of Lieutenant in India**

New Delhi, Yesterday. Lieutenant Hawkes, of the Royal Engineers, was murdered while sleeping in his bungalow at Landikotal. The assassins, who are believed to have been robbers, escaped.—Reuter.

MEN, WOMEN, AND AFFAIRS**The Applause Fetish: French Love Of Shellfish: Lady Traveller's Will: Sweeping Out Socialism****Why Do We Clap?**

LEOPOLD Stokowski, director of the Philadelphia Orchestra, has asked his audience to desist from applause. "Beating the hands together has no real meaning," he said during a recent concert when a ripple of hand-clapping came at the end of the third movement of a Tchaikovsky symphony. "And to me it is disturbing. I do not know where it originated but probably back in some dark forest in prehistoric days when strange creatures made such sounds to show their amusement and interest." Whether Mr. Stokowski's appeal was successful we do not know, but it is most improbable that it was. The impulse to make a loud and unpleasant noise, presumably expressive of enthusiasm and gratitude, seems to be irremovable. Some day we may reach a stage of musical appreciation at which audiences will prefer to sit in silence until the concert is over, and express their thanks in the usual manner at the end of it. But such a procedure would disconcert all but the greatest musicians, and possibly even they are inspired by a responsive audience. The beating of the hands together in this staccato manner, together with the ugliness and stiffness of the Theatre Royal interior, may possibly explain why quite a lot of Hong Kong people prefer to "listen" to music on their own verandahs.

The Parisian and Shellfish

ALTHOUGH the fishmongers' shops in Paris could almost be counted on the fingers of one hand, the Parisian is very fond of shellfish, and in the street, at the door of many a restaurant or cafe, is a little oyster bar, which not only serves the customers of the establishments, but delivers the oysters, all ready opened, on a dish to residents in the neighbourhood. To call it an oyster bar is, indeed, not always accurate, for often it also supplies lobsters and large sea crayfish—which come from Cornwall, but are neglected by the English—and prawns and mussels, and periwinkles and sea urchins, which look like tiny hedge-hogs, and of course, snails, which are a land side-line. Oysters are its main fare, however. There are many varieties of them, and the cheapest cost much less than any that can be bought in England. Until now it has been difficult to find anyone in Paris who is afraid of oyster poisoning, but recently there has been a scare, and in the Chamber there was a debate on the question. The oyster growers declare that if there has been poisoning it has probably been by mussels, which are very dangerous if they have been washed in fresh water and are not eaten immediately after washing. The casual pickers say that oysters are the criminals, and that there are strict regulations about the cleanliness of oyster beds; these regulations are not always observed.

Lady Wilson's Estate

LADY Sarah Isabel Augusta Wilson, of Bruton Street, Mayfair, well known as a traveller and writer, and for some time a well-known correspondent during the South African

War, and a Lady of Grace of St. John of Jerusalem, daughter of the seventh Duke of Marlborough, widow of Lieut.-Colonel Gordon Chesney Wilson, Royal Horse Guards and aunt of Mr. Winston Churchill, M.P., left an estate of property of the gross value of £5,768, with net personally £4,794.

Mr. Abraham Harris Benson, of Abercorn Place, St. John's Wood, N.W., formerly of Elgin Mansions, E.W., described in his will as a "mercantile trader," left an estate of gross value of £38,016, with net personally £29,370. He left all his property absolutely to his widow, Mrs. Beatrice Benson.

The First M.P.
FOR many years it was always Sir Park Golf, who was the first M.P. to arrive at the House of Commons to claim a seat at the resumption of a session. That distinction recently fell to Major H. L. Nathan, Liberal M.P. for North-East Bethnal Green. Major Nathan has had harder tasks than this, however. One was when he set out to "sweep Socialism out of Bethnal Green," although he did not entirely succeed, but his measure of success was considerable, for both that district's M.P.s are Liberals. He is "vastly popular in this part of London, for personal as well as special reasons, and has done much for the youth in a poverty-stricken neighbourhood by running a 'lad's club' as well as devoting much time to the Jewish Athletic Association. Only a few weeks ago he made a vigorous reply to what he termed "Socialist Impudence." "I, Mr. Herbert Morrison's plea that Liberals should endeavour to keep Labour in office," he said, "are not the camp-followers of the Socialists."

"ELECTRICITY"**An Interesting Local Lecture**

RESEARCH TRACED

In the course of an interesting lecture on electricity, delivered at St. Patrick's Hall last night, Father T. Cooney, S. J., stated that it was not until 1690 that a systematic study of the subject was made.

The lecturer traced the development of electrical research up to the present day, and having reviewed various discoveries, went on to detail the modern significance of electricity.

Speaking of the psycho-galvanic reflex, the lecturer revealed the rather disconcerting fact that by means of a modern electrical invention it is possible to discover whether a man is speaking the truth or not! At least, he said, this was the claim made for it—but its real value lay rather in the help it gave to the earnest psychologist in his investigation of the nature and effects of mental processes and emotions.

FAR EAST FLIGHT**Newspaper Magnate Now at Gaza**

Jerusalem, Yesterday. Mr. Van Lear Black, the American newspaper magnate, who is flying to the Far East has arrived at Gaza. He is leaving for Bagdad on Friday.—Reuter.

A MONKEY FINED**Dog to Answer a Murder Charge**

That some States in America still preserve the customs of the Middle Ages was made clear in a lecture on "Quaint Trials and Queer Culprits," given by Mr. S. J. Coleman at the London City Literary Institute recently. After referring to the medieval practice of trying animals for various offences, the lecturer went on to say that it existed in some civilized States today.

He gave as an example the fact that a police dog in Kentucky is shortly to go for trial on a charge of murder. The dog killed a number of sheep, and the State Attorney is to prosecute. Quite recently, too, a monkey was tried in Indiana for the offence of smoking, a practice which is forbidden in this State. It was caught smoking a cigarette in a circus, and was fined five dollars.

Similarly, in 1924, a number of frogs were tried at Lagos, Nigeria, for creating a disturbance in the Court. The charge fell through, because only 14 of the frogs could be found. Among the curious old trials mentioned was that of a farm-yard cock in Switzerland in 1487. The cock, it was alleged, had laid an egg, and although its counsel contended that the action was wholly involuntary on the part of the bird, that it had no evil animus, and that it was not punishable by law, the cock was convicted, and both it and the egg were burned.

CRIME IN KOWLOON**Four Months for One Piece of Wood**

STRUGGLE WITH WATCHMEN

At the Kowloon Magistracy this morning, before Mr. T. S. Whyte-Smith a Chinese youth was ordered to receive eight strokes of the cane for trespassing on the Whitefield Barracks' revolver range.

Banished in 1927 for five years, for opium offences, a Chinese, who returned, was sent to jail for eight months.

Though the larceny was a small one—the theft of one piece of wood—a Chinese who had consecutive terms of prison in November and December last year for stealing, was sentenced to four months' jail with hard labour.

After stealing a piece of wood, a Chinese had a struggle with some district watchmen, during which he received a cut in the leg. According to Inspector Elston, the thief was seen to enlarge the cut with his fingers, when a watchman came up to him. The man was sent to the Kowloon Hospital where it was found that he was also suffering from pneumonia. This case was remanded to Monday.

ALLEGED TRICK**Female and "Arranged" Marriage**

FARMER'S COMPLAINT

An alleged case of "flying the white pigeon" came before Mr. Whyte-Smith at the Kowloon Magistracy this morning when a Chinese married woman named Chak Sze was charged as follows:—

For that you Chak Sze alias Chak Man unlawfully did defraud the complainant of the sum of \$110 on January 26, 1930, by means of a trick; to wit, did arrange a marriage between one Wing Loi son of the complainant and a female Wong Ling, knowing that the female had no intention of remaining as the man's wife, thereby committing an offence commonly known as "Flying the white Pigeon."

The complainant is a Ping Shan District farmer of the New Territories.

The case was remanded for 48 hours, for the Police to make further enquiries.

Ten Years Ago

[From the "China Mail" February 27, 1920.]

To-day's dollar is worth 5/- 8 1/2d.

To-day's Reflection:—

Summing up and striking a balance we may now say that "the war to end war" was a failure; that the League of Nations is dead (infantile paralysis); that the Anglo-Franco-American alliance is a "scrap of paper," that civilisation has amputated its own legs in order to escape the discomfort of tight boots, and that there is nothing left now for the philosopher but to eat, drink and be as merry as he can—for to-morrow the Bolsheviks will rob him and murder him. Nero's fiddle, at the Roman conflagration was perhaps not such an incongruity as we have thought.

KIDNAPPED GENERAL

Bolshevist Beauty Believed Responsible

RECENT WEALTH

Questioned By French Secret Service

WORK OF O.G.P.U.

Mystery as baffling as that which for years enwrapped the circumstances of the murder of the notorious monk Rasputin, the evil genius of the late Czarina, still clouds the disappearance of the anti-Bolshevist General Koutepoff.

General Koutepoff, a Russian hero of the Russo-Japanese and of the Great War, succeeded the Grand Duke Nicholas as leader of the Russian emigres and head of the anti-Soviet movement outside Russia.

VANISHED AFTER CHURCH

As reported in the *China Mail*, General Koutepoff recently attended divine service at the Russian Church in Paris and then left for his home in the Latin Quarter. He went out again a few minutes later to go to a Russian ex-officers' club—and from that moment vanished.

After a week's patient search, during which no fewer than 80 different clues have been followed up, the whereabouts of the general remain utterly unknown.

OGPU AGENTS

An attendant at a nursing home states that he saw General Koutepoff enter a waiting motor-car in company with two unknown men and a uniformed policeman. No policeman was on duty at that point in the town, and the assumption is that the uniformed man was an agent of the OGPU in disguise.

The French detective force ascertained subsequently that the missing general had been in touch with a beautiful woman well-known in Bolshevist circles in Paris. This woman, a fascinating blonde, whose name is given as Ludmilla Ivanovna Tchoban Pobodonotzeff, was interrogated by M. Perrier, the head of the secret service, at the Prefecture of Police.

The woman's part in General Koutepoff's disappearance is occupying the attention of the police, but the information concerning her is that she is a German married to a Russian employed at a motor-car works in a Paris suburb. Previously in what appeared to be straitened circumstances, Ludmilla has shown during the past few weeks unusual signs of wealth—to explain which she has told her few acquaintances of an alleged inheritance from an uncle in Berlin.

She has made frequent journeys at the same time to Germany, where it is stated that she has met a Russian woman whose husband is chief of the OGPU flying squad in Berlin.

The police are therefore seeking to determine whether Ludmilla is the woman in a beige mantle who is reported to have been seen talking to General Koutepoff not far from the spot where he apparently entered the taxicab with his kidnapper.

The newspaper published in Paris for Russian refugees, called the *Renaissance*, has offered a reward of £900 if the person who telephoned to the newspaper office last Sunday to say that General Koutepoff had been kidnapped will come forward with evidence to show who kidnapped him.

A SERIOUS CRISIS

Riga, Latvia.—The Moscow newspapers strongly deny that any foreign detachments of the OGPU (the Soviet Secret Service) are concerned in the disappearance in Paris of General Koutepoff. Anxiety is expressed at the same time with regard to the demands in the French newspapers that a police search should be made of the Soviet Embassy.

The Soviet Government's diplomatic relations with France, according to *Izvestiya*, have reached a serious crisis, and France is threatened with a trade boycott should she listen to the pleas of the White Russians and search the Soviet's Paris premises.

THE KIDNAPPING EXPERTS

Kidnapping is much in favour with the Red Secret Service in dealing with "disloyal" Russians.

BUS PASSENGERS

Taking Law Into Own Hands

That passengers who struck bus conductors, because they did not stop at a particular stopping place, were taking the law into their own hands was the observation made by Mr. T. S. Whyte-Smith at the Kowloon Magistrate's court this morning when he fined T. D. Kamato and S. Yamamachi, both of the Chinese Yoke Co. \$5 each for assaulting a bus conductor employed by the "Kai Fick" Bus Co. Ltd.

THE BEGGAR FOLK OF CALCUTTA

PHYSICAL DEFORMITIES A DESIRABLE ASSET

SYNDICATED INDUSTRY

On an evening's walk down Chowringhee—Calcutta's best and one of the world's finest streets—you may see, if you look for them, a few ugly and sinister things as well as a very fair share of all things bright and beautiful; but there is one that may test your nerves—unless time and experience have fossilised them—a little more than all the rest do. It is the sight of an apparently cheerful, half-naked tiny boy squatting in the middle of the pavement, bent double over his twisted knees, saluting passers-by with a feeble arm whose elbow rests on the ground. In the cool of nightfall he wears a dirty piece of cloth round his neck. It hangs no lower because where the small of his back should be there is a horrible, huge hump, and if the hump were covered his market value in the trade of beggary would be seriously depreciated. At the apex of the hump there is the sign of an old sore, suggesting that at some time or other the point of the hump has been cut off rather clumsily.

The boy belongs to one of Calcutta's largest commercial communities. At the census of 1921 it consisted of 26,926 persons describing themselves as beggars and prostitutes, 12,866 people claiming to be procurers and prostitutes, 14,560 simple beggars, and an uncertain proportion of the 708,513 people whose occupations were "insufficiently described." The numbers of the first two sections can be accounted for, of course, by the well-known influence of demand upon supply; and they do not include the taxi-drivers and ghariwallahs (cabmen) who take an active interest in the business. But the undiluted trade of beggary, in which the diminutive hunchback has a diminutive stake, is less simple and quite as vicious as that, and is not as plain and straightforward as it seems.

Controlled by a Syndicate. Those who have troubled to explore its ramifications will tell you that almost the whole trade in Calcutta is organised and controlled by a syndicate, powerful and elusive, which "makes a very good thing" out of it. Adults they engage as beggars in the ordinary relationship of principal and agent or employer and employee, but the children, as a rule, are begged, borrowed, hired, bought, or perhaps stolen from their parents. Their various "boats" are allotted to them; you can sometimes see them being escorted thither by men who may be members or servants of the syndicate. If they are cripples, so much the better; the more serious the deformity the greater the profit. You will remember that W. H. Davis was envied for his wooden leg by the tramps in American workhouses. But sometimes the Calcutta beggar's deformity is less certainly due to mischance than Mr. Davis's one-leggedness is. One still hears tales, talk which cannot altogether be discounted, of things most horrible done in some parts of India.

Occasionally some well-meaning person or organisation will try to rescue a beggar boy from the streets or a girl from a brothel, and lodge them in a good home. The case will be taken into court by a man who (for all one knows) may be in the syndicate or financed by it for the purpose, and he will claim that the boy is his son never to be parted from him, or that the girl has reached the so-called age of consent. In two such cases lately these claims were satisfactorily disproved; but the luck is often on the other side. The little hunchback, as a matter of fact, refused the offer of help, but whether because he was content or because he was terrorised it is impossible to know.

Prudence, timidity, apathy, or the very difficulty of the problem—it is hard to say which—has hitherto restrained the authorities from any serious efforts to get to the root of the matter, or to dig it up and destroy it if they have ever found it. But it is a good opportunity for the Calcutta Corporation, a preponderantly Indian body, to show what Indian administration can do, and it is a pity that they don't make determined use of it.

NEW SUGAR EXCHANGE

Robby, Yesterday.—The new sugar exchange was officially opened at Liverpool by the Lord Mayor, to-day, British Wireless Service.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions.
To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.
To-day—Tea Dance at Peninsula Hotel, 6 p.m.
To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.
To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.
March 7—S.P.C.A. Ball, Peninsula Hotel, 8 p.m.
March 8—Old Bedfordian Dinner, Hong Kong Club 8 p.m.
Entertainment.
To-day—Queen's Theatre, "Wonder of Women."
To-day—Star Theatre, "Glorious Betsy."
To-day—World Theatre, "Black Diamond Express."
To-day—Majestic Theatre, "The Gorilla."
To-morrow—English Singers' concert at City Hall, 9.15 p.m.
Sports.
See Special Sports Diary on page 9.

Lammerts' Auction.
To-morrow—At 28, Armand Building, Kowloon, household furniture, 11 a.m.

Home Mails.
To-day—Inward from Europe via Suez (Rawalpindi).
To-morrow—Inward from Europe via Siberia (Macedonia); Outward for Europe via Marseilles (Macedonia), 10.30 a.m.

Meetings.
To-morrow—Kowloon Residents Association St. Andrew's Church Hall, 6 p.m.
March 3—Benevolent Society, annual meeting, Cheer O Canteen, 11.15 a.m.

March 10—Union Waterboat Co. meeting of shareholders, Dodwell & Co.'s office, 11 a.m.

March 12—Hong Kong Electric Co. shareholders' meeting, 11 a.m.

March 13—Forty-third annual meeting of H. K. & W. Wh. & Godown Co. Ltd., Messrs Jardine Matheson's office, noon.

March 14—Thirty-fourth meeting of the Dairy Farm Ice & Cold Storage Co. Ltd., 2, Lower Albert Rd., 11 a.m.

March 18—Annual meeting of Hong Kong Tramways Ltd., Messrs. Jardine Matheson's office, noon.

March 19—Green Island Cement Co. shareholders' meeting, noon.

Miscellaneous.
To-day—Lecture, "Some Remarkable Inventions," by Professor C. A. Middleton Smith, Room "K," University, 8.45 p.m.
March 5—Distribution of prizes by H.E. the Officer Administering the Government at King's College.
March 6—Annual Show of Flowers and Vegetables, City Hall.
March 11—Volunteers' full dress practice parade, Murray Parade Ground, 5.30 p.m.
March 13—Volunteers' annual inspection, Murray parade ground, 5.25 p.m.

RADIO

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 555 metres:—

5-7 p.m.—European Programme of Victor Records.
7-8 p.m.—Experimental Programme.
8 p.m.—Chinese Programme.
10.30 p.m.—Close Down.

WHOSE TROUSERS?

"Rather hard on people if they always have to find the shop where they bought their things from."
So said Mr. T. S. Whyte-Smith at the Kowloon Magistrate's court this morning to an unemployed Chinese, who was discharged on a charge of the unlawful possession of a pair of trousers, suspected of being stolen.
The defendant stated that he had bought them last year and that he was carrying them to the pawnshop to pawn for some money when the police caught him.

The Government of Iraq, a country which draws the bulk of its imports from Great Britain and India, has introduced substantial tariff increases on tobacco, beer, groceries, silk, and artificial silk.
Commodore William Marshall, commander of the White Star liner *Malindi*, has been appointed commodore of the White Star Line Fleet.

NEW ADVERTISEMENTS.

UNIVERSITY ANNUAL SPORTS.

THE ENTRANCE FEE for Relay Race Open to Colony is \$10. Entry CLOSSES before noon, March 8.

(Sd.) A. A. AZIZ, Hon. Secretary, Sports Sub-Committee, Hong Kong, 27th Feb., 1930.

ROUND THE CINEMAS

"The Wonder of Women" at Queen's Theatre

A GRIPPING DRAMA

Men, although too conceited to acknowledge the fact, know deep down in their hearts that a woman's influence, either for good or for bad, plays an important role in their lives. An intense interpretation of this influence is to be found in "The Wonder of Women," which is being screened at the Queen's Theatre to-day.

In this semi-talkie Stephen Tromholt, a composer of fame, encouraged by his numerous admirers of the opposite sex, has learned all the arts of philandering to a nicety. Leading a Bohemian life, he is constantly surrounded by a large number of over-painted women whose pouting lips freely bestow kisses, their arms always opened to embrace and caress.

Against these weapons of allurements weapons by no means impotent, for over Cleopatra used them successfully to captivate Anthony—Brigitte, a widow with three children, fought and won—but was her victory decisive?

Alas, poor Brigitte lives to find out that her orthodox wife's solitude for her husband is no defence against the onslaught of worldly women. How Tromholt again succumbs to the charm and gaiety of his former life and how eventually he is won back to hearth and home go to give an intense and gripping interpretation of a woman's influence.

In this picture one has to agree with Douglas Fairbanks who told us that the best talkie is one that can work in the right percentage of talk. A 100 per cent. talkie, according to Fairbanks, will ruin the picture.

There is a lot of truth in what this star has said. The "Wonder of Women" has just the right percentage of talk. It is not overdone, and the few captions at the beginning enable the audience to get a firm grip of the drama, and when the players give voice to their feelings, the audience is treated to a dialogue entirely unlike what they have heard before.

The Hong Kong Derby run on Tuesday is also vividly shown on the screen.

"THE GORILLA"
Comedy is supposed to be closely akin to tragedy. The greatest comedians and critics say the best comedy is that which is mingled with pathos. If this is true, Charlie Murray who is featured in "The Gorilla" has all the laughs coming to him.

"The Gorilla" is the hilarious and hysterical mystery comedy which will be shown at the Majestic Theatre, Kowloon, to-day, in which Charlie Murray and Fred Kelsey combine to form a new screen team.

And one must not forget the gorilla himself. This is where Charlie Murray and his pathos and comedy come in. It is comedy for the audience to see him playing around cliffs, house-tops, collars, etc., with a nine-foot four hundred pound ape-man, but, as for Murray, let the pathos speak for itself. Just place yourself in the same predicament and imagine the fun.

"The Gorilla" is an adaptation of Ralph Spence's stage play of the same name, and combines all the elements of fun and chills that make the legitimate version so popular in Broadway. The motion picture is a combination of the weirdest, spookiest mystery and the greatest comedy imaginable.

Murray and Kelsey have the roles of the two dumb detectives, Mulligan and Gartry, whose greatest problem is to keep together. The remainder of the cast includes Alice Day, Tully Marshall, Claude Gillingwater, Walter Pidgeon, Gaston Glass, Aggie Herring, and Syd Crossly.

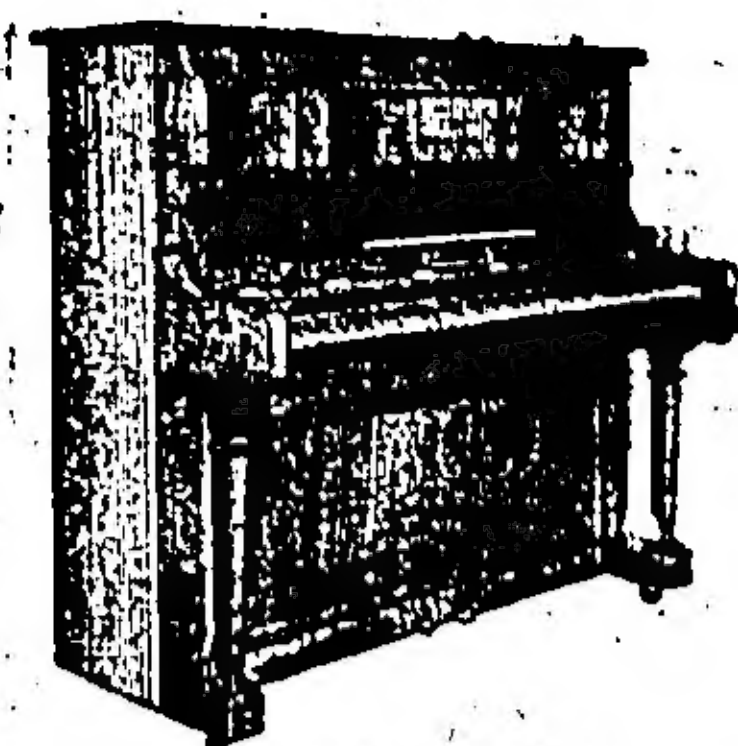
Mr. Tyndale, for the petitioner, said she was interested in the will of a nephew who died intestate in 1923 leaving more than \$7,000. If she succeeded in the petition she would take one-ninth of the estate.

Lieut. O. M. Kimmont, of the Scots Guards, produced the records of the petitioner's father, going back to 1899, when he enlisted at Perth.

Mr. Justice Hill decided that when the petitioner's parents married her father's domicile was still Scottish, but by Scots law subsequent marriage of the parents legitimised children, and he granted her petition.

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- Sally—Fox Trot
If I'm Dreaming—Waltz (Don't Wake Me Too Soon)
WAYNE KING AND HIS ORCHESTRA
No. 22340, 10-inch
- The Man from the South—Fox Trot TED WEEMS AND HIS ORCHESTRA
Harmonica Harry—Fox Trot
No. 22338, 10-inch
- My Love Parade—Fox Trot
Nobody's Using It Now—Fox Trot THE HIGH HATTERS
No. 22333, 10-inch
- My Fate Is in Your Hands—Fox Trot
NAT SHILKRETT AND THE VICTOR ORCHESTRA
Melancholy—Fox Trot HORACE HEIDT AND HIS CALIFORNIANS
No. 22324, 10-inch
- Lucky Me—Loveable You—Fox Trot LEO REISMAN
Happy Days Are Here Again—Fox Trot AND HIS ORCHESTRA
No. 22321, 10-inch
- I'm Following You!—Fox Trot
Hoosier Hop—Fox Trot THE HIGH HATTERS
No. 22318, 10-inch
- What Do I Care—Fox Trot (from Harry Carroll's Revue)
South Sea Rose—Fox Trot GEORGE OLSEN AND HIS MUSIC
No. 22315, 10-inch
- Sitting By the Window—Fox Trot
A Night of Happiness—Fox Trot JACKIE TAYLOR'S ORCHESTRA
No. 22317, 10-inch
- Lady Luck—Fox Trot JOHNNY HAMPS KENTUCKY SERENADES
Sings in the Bath—Fox Trot THE HIGH HATTERS
No. 22319, 10-inch
- Charming—Fox Trot LEO REISMAN
Shepherd's Serenade—Waltz AND HIS ORCHESTRA
No. 22333, 10-inch
- All That I'm Asking Is Sympathy—Waltz
TED WEEMS AND HIS ORCHESTRA
To Be Forgotten—Waltz WAYNE KING AND HIS ORCHESTRA
No. 22336, 10-inch
- Dream Lover—Waltz
Lonesome Little Doll—Fox Trot NAT SHILKRETT AND THE VICTOR ORCHESTRA
No. 22341, 10-inch
- You Do Something to Me—Fox Trot LEO REISMAN
You've Got That Thing—Fox Trot AND HIS ORCHESTRA
No. 22344, 10-inch
- I'll See You Again—Waltz
If Love Were All—Fox Trot LEO REISMAN AND HIS ORCHESTRA
No. 22346, 10-inch
- Look for the Silver Lining—Fox Trot
Wild Rose—Fox Trot THE HIGH HATTERS
No. 22350, 10-inch
- Romance—Waltz
After a Million Dreams—Fox Trot OLSEN AND HIS MUSIC
No. 22343, 10-inch
- I Love You, Believe Me, I Love You—Fox Trot
If You Were the Only Girl—Waltz RUDY VALLÉE AND HIS CONNECTICUT YANKEES
No. 22347, 10-inch
- Tap Dance Medley
By Heck—Tap Dance VICTOR NOVELTY ORCHESTRA
No. 22323, 10-inch
- Sweet Nothings of Love—Fox Trot
Duke of Ka-Ki-Aki—Fox Trot GEORGE OLSEN AND HIS MUSIC
No. 22351, 10-inch

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SPRING ARRIVES!

Heat Prostration in America

CANADIAN FLOODS

New York, Yesterday.
Spring has arrived with a vengeance. The temperature at New York yesterday was 73 degrees, a record. Temperatures in the south are even higher.
A case of heat prostration is reported at Washington.
Would-be spectators of the Scott-Sharkey fight are finding Palm Beach, Florida, almost uncomfortably warm.
A Toronto message says that unusually early spring freshets have led to floods in Western Ontario, and considerable damage.
Several towns in the Hamilton district are flooded. Two children were drowned at Brownings, also two men supposed to be bootleggers, while attempting to cross the Detroit River.—Reuter's American Service.

SIR A. FRIPP

Death of Founder of Frothblowers

London, Yesterday.
The death has occurred of Sir Alfred Fripp, who has been prominent in connection with the "Frothblowers" movement.—Reuter.

[The late Sir Alfred Fripp, who was made a K.C.V.O. in 1906, and was Surgeon in Ordinary to the King, was born in 1855, and his career has been a remarkable one. He was founder of the organisation which, by the institution of the "Frothblowers," combined fraternity (and beer) with subscriptions to charity.

It was in August, 1925, that Guy's famous hospital lost its familiar and honoured figure, as well as a brilliant personality, in Sir Alfred Fripp's retirement. He was one of the Big Four in West End surgery and had many eminent patients, but though a popular Society habitué had many more poor ones in the slums round Bankside, where the hospital radiates its splendid public services. Sir Alfred possessed in marked degree that genial, easy bonhomie that so often characterises the great doctor and surgeon, and may be a valuable part of his professional stock-in-trade. The Guy's students, always the most athletic of Bob Sawyers in London, knew him solely as "The Baron."

MOTOR SPEED

Kaye Don's Attack on Record

London, Yesterday.
Kaye Don has left Southampton aboard the Berengaria en route to Daytona Beach, Florida, to attempt the world's motor-car speed record with his enormous four thousand horse-power car "Silver Bullet," which he is of opinion is capable of between 240 and 250 miles an hour.

He hopes to lower Sir Henry Segrave's record.
The liner's wireless aerial and signal halyards had to be removed before the car could be lowered on the deck.

Kaye Don's luggage includes nearly three tons of tyres and eight cases of spare parts.—Reuter and British Wireless Service.

A 1lb of Devonshire cream has been sent to the Royal Alexandra Infirmary, Paisley, addressed to the matron and nursing staff from "an old mother from Devonshire."

Have You Heard?

An old farmer went to a dentist to have an aching molar removed. The operation was completed, and the patient then instructed the dentist to remove the next one.
"It isn't necessary," explained the dentist, after examining the tooth. "That tooth is perfectly sound. It only aches in sympathy with the one I removed."
"Then yank it out," growled the farmer. "Darn such sympathy as that!"

The ardent young swain was a very talkative fellow.
"You are the most beautiful girl I have ever seen," he murmured. "I long to hold you in my arms, to caress you, to kiss your eyes, your ears, your lips—to whisper in your ear, 'I love you!' I—"
But she cut him short.
"Well," she suggested, "I suppose it can be arranged."

Swaine was confiding to his friend his latest love affair.
"I proposed to her on the promenade," he said in a broken voice, "but—she threw me over."
"Never mind, old pal," said his friend, cheerfully. "It might have been worse."
"How could it be?" asked Swaine.
"Well," explained his friend, "you might have proposed to her on the cliffs!"

The manager of a large shop in the West End came out of his private office one morning, and saw one of the assistants looking very red and embarrassed, in conversation with a well-known lady.

"Well, Dick," said the manager, "what is the matter?"
"Sir," said Dick, "Madam asked if we delivered entrees, and I said that we would send the goods on a tray, if she was prepared to pay for the tray."

Mrs. Railings: "Vain man! Did you never observe that designers take a woman's head to adorn many of your coats?"
Husband (meekly): "No, but I have observed that designers take many of my coins to adorn a woman's head."

Brown: "So you have just got another parrot?"
Smith: "Yes, my wife had one, so I thought I'd get one."
"Do they talk?"
"Rather! My wife's says, 'You have dropped some ash on the carpet, and mine says, 'The bacon is burnt again.'"

The driver of the motor-car which had just knocked down a man, fortunately without injuring him, stopped the car and faced his victim manfully.

"I am sorry it happened," he said. "You should take more care when you are walking. I am a very experienced driver. I have been driving a car for nine years."
"Well," replied the victim, "I'm not a novice, myself. I've been walking for forty-nine years!"

At a village police court a prisoner was brought up for the fortieth time.
"The same old face!" remarked the magistrate.

"Ah, the same old dial, sir," said the prisoner.
"Yes," returned the magistrate, "the same old dial is here to give you the usual time."

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/6
Bank, on demand	1/6 1/16
Bank, 30 days' sight	1/6 1/4
Bank, 4 months' sight	1/7
Documentary, 4 months' sight	1/7 1/2
On Paris—	
On demand	932 1/2
Credits, 4 months' sight	1007 1/2
On Berlin—	
On demand	—
On New York—	
On demand	38 1/2
Credits, 60 days' sight	38 1/4
On Bombay—	
Wire	100 1/4
On demand	100 1/4
On Calcutta—	
Wire	100 1/4
On demand	100 1/4
On Singapore—	
On demand	65
On Manila—	
On demand	73 1/4
On Shanghai—	
On demand	79
30 days' sight (private paper)	—
On Yokohama—	
On demand	74 1/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	12.63
Silver (per oz.)	19 1/4
Bar Silver in Hong Kong	Par.
Copper Cash	Nominal
Copper Cents	8 1/2 p.m.
Rate of Native Interest	6% p.a.
Chinese Sub. Coin	23 1/4% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES

London, Yesterday.	
Paris	124.26
New York	4.88 1/2
Brussels	34.88 1/2
Geneva	25.195
Amsterdam	12.12 1/4
Milan	92.77
Berlin	20.365
Stockholm	18.115
Copenhagen	18.155
Oslo	18.13
Vienna	34.515
Prague	164 1/4
Helsingfors	163 1/4
Madrid	39.275
Lisbon	108.25
Athens	375
Bucharest	818
Rio	5 17/32
Buenos Aires	42 1/2
Bombay	Holiday
Shanghai	1/11 1/4
Hong Kong	1/6 1/2
Yokohama	2/0 9/32
Silver Spot	19 1/2
Silver Forward	19 1/2

—British Wireless Service.

AUTHOR SAVES SWIMMER

Nice.—Mr. Robert W. Service, the Canadian author, saw a man in difficulties in the sea. He plunged in and brought him to the surface, and with the help of a French doctor, who swam out to them, he got the drowning man to the beach. The man was taken to hospital, unconscious.

The London Gazette announces that Marshal of the Royal Air Force Sir Hugh Trenchard, one of the new peers, has taken the title of Lord Trenchard of Wolfeton, in the county of Dorset.

HONG KONG WOMEN'S GUILD

and

MINISTERING CHILDREN'S LEAGUE.

PENINSULA HOTEL

28th MARCH
PLEASE KEEP THIS DATE OPEN
FRIDAY AFTERNOON

28th MARCH

BRIDGE — MAH JONGG — WHIST

REFRESHMENTS

THE DANSANT — AUCTIONS

Further Details will be Published Later.

All Proceeds in aid of Funds of the above Guild and League.

KAIPING HOUSEHOLD COAL

In Lots of not less than 1 1/2-ton.

Delivered to Penk District (above Bowen Road), \$23.00 per ton.

Delivered to Bowen Road and Lower Levels, \$21.00 per ton.

Delivered to P. K. F. U. M. Road, \$23.00 per ton.

Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the Coal is required. All orders must be accompanied by Cash, Cheque, or Comprode Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—KIEN TSIEN.

DODWELL & CO., LTD., Agents, Hong Kong.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 27th February, 1930.

STOCK	Buy-ers	Sell-ers	Sales	Num.	Fin. year ended	DIVIDEND	PAID
Banks.							
Hong Kong Bank	...	1350	...	...	Dec.	(Final 21 a/c 1929 ex. 17 1/2 = \$10.13)	Feb. 24, 30
Chartered Bank	10 1/2	Dec.	(Interim 7 1/2 a/c 1929 free 1/100)	Sept. 19, 29
Mercantile Bk., A.B.C.	23	Dec.	(Int. 20% a/c 1929 less 1/100)	Oct. — 29
C. I.	10 1/2	Dec.	...	...
Bank of Asia	...	105	...	...	Dec.	\$8 for 1929	Pending
Insurance.							
Canton Ins.	...	745	...	...	Dec.	(Final 22 1/2 for 1929 Interim 21 a/c 1929) = \$10.13	May 28, 29
Union Ins.	...	377 1/2	...	...	Dec.	(Final 14% for 1929 Interim 24% a/c 1929)	May 24, 29
China Underwriters	...	170	...	...	Dec.	None	...
China Fire Ins.	...	340	...	...	Dec.	(Final 20 bonus \$3) for 1929	May 24, 29
H. K. Fire Ins.	...	880	...	...	Dec.	(Interim 21 a/c 1929) = \$13	Mar. 26, 29
Shipping.							
Douglases	...	25 1/2	...	...	Dec.	Last dividend for 1929	...
H. K. Steamboats	...	20	...	20 1/2	Dec.	\$1.50 for 1929	Pending
Indo-China (Ptd.)	13	Dec.	(15% ex. 3/4 on preferred for 1929 and 1928)	June 16, 29
Shell Transports	70	Dec.	Last dividend for 1929	...
Union Waterboats	...	38 1/2	...	99 1/2	Dec.	(Int. 1/2 Coupon No. 33 free 1/100 a/c 1929)	Jan. 6, 30
Mining.							
Benguet	...	51	...	...	Dec.	Interim 20 cents a/c 1929	Dec. — 29
Kailan Mining Ad. S/-	50/-	June	(Final 21 free 1/100 Coupon No. 33 a/c 1929)	Dec. 17, 29
Langkat (Comb.) Tls.	18.60	...	...	...
(Single)	70	Oct.	Last div. for year 21-10-27	...
S'hai Exploration Tls.	1.80	Dec.	None	...
Loans Tls.	5	Dec.	Last dividend for 1929	...
Rams	...	14 1/2	...	...	Mar.	Interim 1/6 a/c year 21-9-30	Dec. 13, 29
Troch Mines S/-	21 1/2	Dec.	4 1/2. Last tax Coupon No. 91	Sep. 30, 29
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves	155	Dec.	\$9 for 1929	Pending
H. K. & W. Docks	...	82	...	...	Dec.	Last dividend for 1929	...
China Providents	...	5.80	...	...	Dec.	Last dividend for 1929	...
Hongkew	...	100	...	...	Dec.	Interim 21 a/c 1929	Sep. 19, 29
N. Engineering Tls.	...	7.80	...	...	Dec.	T. 0.50 for 1929	Pending
Shanghai Docks Tls.	...	132	...	...	Apr.	T. 7.50 for year 20-4-30	July 27, 29
Cotton Mills.							
Ewo Cottons Tls.	...	16 1/2	...	...	Dec.	Final 21 a/c 1929	Pending
S'hai Cotton (old) Tls.	...	83	...	...	(Apr. and Oct.)	(T. 2.50 old) for half year (T. 1.25 new) 21-10-29	Nov. 26, 29
(new) Tls.	82	...	...	...
Zoong Sings Tls.	June	T. 0.50 for year 20-4-30	Oct. 11, 29
Lands, Hotels & Buildings.							
H. K. & S. Hotels	...	12 1/2	...	12 1/2	Dec.	Last dividend for 1929	...
H. K. Lands	...	65	...	...	Dec.	Final 21 a/c 1929	Feb. 12, 30
Shanghai Lands Tls.	...	220	...	...	Dec.	Interim 21 a/c 1929	July 31, 29
Humphreys	...	14	...	...	Dec.	\$1 for 1929	Feb. 8, 29
H. K. Realties	...	8.80	...	...	Dec.	Interim 20 cents a/c 1929	Aug. 12, 29
Chinese Estates	...	08	...	...	Feb.	\$4 for year 20-4-30	June 5, 29
Public Utilities.							
H. K. Tramways	...	19.00	19.00	...	Dec.	Final 21 cents a/c 1929	Pending
Peak Trams (old)	11 1/2	Apr.	\$1 on old for year (50 cts on new) 21-4-29	June 7, 29
(new)	0.05	...	...	...
Star Ferries	68 1/2	Dec.	\$1 for 1929	Feb. 14, 30
China Light	...	19.20	...	...	Sep.	(Final 21 cts 45 (old) for year (cents 12.75 (new) 20-4-29)	Dec. 28, 29
H. K. Electric	...	20 1/2	...	...	Dec.	\$2.50 for 1929	Pending
Macao	...	28	...	...	Dec.	...	...
Sandakan Lights	...	4 1/2	...	...	June	None	...
H. K. Telephones	...	9.85	...	...	Dec.	Interim 10 cents a/c 1929	Sep. 18, 29
China Buses	...	17 1/2	...	...	Dec.	T. 0.50 for 1929	Feb. 21, 29
S'hai Traction (Ord.)	...	10 1/2	...	...	Dec.	1/4 on preference	Feb. 6, 29
(Ptd.)	...	10 1/2	...	...	Dec.	...	...
Industrial.							
Glass Sugars	...	75 c.	...	...	In Liquidation.	...	...
Malabon Sugars	27	Dec.	Pa. 2 for 1929	April 11, 29
Cald: Marg. Ord. Tls.	10	Dec.	Incorporated in May 1929	...
Ptd. Tls.	10	Dec.	...	...
Canton Ice	2 1/2	July	None	...
Cement (comb.)	...	14 1/2	14.85	...	Dec.	(50 cents on old) for 1929 (50 cents on new)	Pending
(old)	11	Dec.	...	...
(new)	4 1/2	Dec.	...	...
H. K. Rope	...	7.85	...	...	Dec.	Last dividend for 1929	...
United Asbestos	...	5	...	...	Dec.	...	...
Stores, &c.							
Dairy Farms	22.40	Dec.	\$1.50 for 1929	Pending
Watsons	...	11 1/2	...	...	Oct.	80 cents for year 21-10-29	Mar. 28, 29
Der A. Wings	...	90 c.	...	...	...	...	...
Lane Crawfords	3	Feb.	Last dividend for year 23-4-30	...
Mackintosh	...	18	...	...	Feb.	\$2 for year 23-2-29	April 11, 29
Sinacres	15	...	...	...
Wm. Pyrells	2 1/2	Feb.	22 cents for year 22-4-29	June 10, 29
Miscellaneous.							
H. K. Amusement Ptd. Deferred	...	28	...	...	Mar.	(\$2.50 on Preferred) for year (\$1.50 on Deferred) 21-4-29	July 5, 29
H. K. Constructors	1.20	Dec.	None	...
S. Ind. G. S. Bonds	...	40%	...	...	...	...	...
H. K. Cold Loans	...	54%	...	...	...	Interest half yearly	...

Sport Columns

HOME FOOTBALL

Trio of Matches in Leagues

"POMPEY" GO UNDER

London, Yesterday. Three League matches were played to-day, in the First, Second and Third (Southern) Divisions, respectively.

Manchester City, playing at Home, had no difficulty in accounting for Portsmouth who went down a year ago by 2-1.

Bradford City gained a couple of much-needed points at the expense of the more lowly Bristol City.

Bournemouth, at home, defeated Northampton by a couple of goals.

Results:

Division I.			
Manchester C.	5	Portsmouth	2
Division II.			
Bradford C.	3	Bristol C.	1
Division III.—South			
Bournemouth	3	Northampton	1

LEAGUE TABLES

Division I.

	P.	W.	D.	L.	F.	A.	Pts.
Wednesday	28	17	6	5	73	35	40
Derby	30	18	5	9	62	50	37
Manchester C.	15	8	9	6	59	56	36
Blackburn	29	14	5	11	77	68	33
Huddersfield	30	14	5	11	47	50	33
Leeds	29	15	2	12	57	42	32
Leicester	31	13	6	12	64	65	32
Liverpool	30	12	7	11	49	57	31
Sheffield U.	30	13	4	13	64	60	30
Aston Villa	29	13	4	12	59	59	30
Manchester U.	30	13	4	13	49	50	30
Middlesbrough	29	13	3	13	64	58	29
West Ham	31	12	5	14	64	61	29
Bolton	31	11	7	13	55	62	29
Portsmouth	30	10	8	12	52	51	28
Burnley	31	10	8	13	60	73	28
Birmingham	29	10	7	12	45	46	27
Arsenal	29	10	6	13	46	43	26
Everton	30	8	9	13	51	63	25
Sunderland	28	8	7	13	43	59	23
Grimsby	29	8	6	15	49	71	22
Newcastle	28	10	2	16	53	74	22

Division II.

	P.	W.	D.	L.	F.	A.	Pts.
Oldham	30	17	8	5	66	34	42
Blackpool	29	19	8	8	75	57	40
Chelsea	29	14	10	5	53	28	38
Bradford	29	14	7	8	60	50	35
Bury	30	13	9	4	41	40	33
Southampton	29	13	5	11	67	53	31
Wolves	30	12	7	11	56	56	31
West Brom.	28	13	4	11	76	57	30
Cardiff	30	12	6	12	43	42	30
Tottenham	30	10	9	11	45	47	30
Notts For.	29	9	11	9	38	42	29
Barnsley	30	8	11	11	40	57	28
Stoke	31	10	8	13	55	66	28
Hull	30	12	11	6	41	49	28
Bradford C.	30	9	9	12	48	56	27
Preston N.E.	30	9	8	13	44	59	26
Millwall	29	6	13	10	42	57	25
Notts City.	30	7	13	10	42	46	27
Barnsley	30	8	8	14	40	54	24
Reading	31	7	10	14	36	54	24
Swansea	31	7	8	16	39	54	22
Bristol C.	29	8	6	16	46	96	22

Goals.

Division III.—South

	P.	W.	D.	L.	F.	A.	Pts.
Brentford	29	20	3	6	72	30	43
Plymouth	29	17	7	2	61	21	41
Brighton	26	16	4	6	63	39	39
Northampton	28	16	3	9	46	32	35
Bournemouth	27	12	10	5	48	29	34
Southern	29	11	12	6	45	37	34
Norwich	29	13	7	9	57	33	33
Fulham	29	12	9	8	59	59	33
Crystal Pal.	30	12	8	10	53	59	32
Coventry	27	14	3	10	61	44	31
Exeter	30	11	7	12	54	48	29
Queen's P.R.	27	10	8	9	42	40	28
Luton	28	9	8	11	40	51	25
Swindon	29	8	9	12	48	51	25
Walsall	29	9	7	14	48	55	24
Clapton O.	28	7	10	11	28	54	24
Newport	27	8	6	13	46	52	22
Watford	28	8	6	14	36	54	22
Torquay	29	6	8	15	40	68	20
Gillingham	30	7	5	18	32	62	19
Bristol R.	28	6	5	17	48	80	17
Merthyr	27	2	8	17	38	81	12

CRICKET

Volunteers Meet United Services

A CLOSE GAME

The Hong Kong Volunteers were engaged in a third cricket match yesterday, when they met a United Services team on the H.K.C.C. ground and defeated them by 18 runs, after a close game in which 340 runs were knocked up.

Scores:—

Volunteers		United Services	
E. C. Finch, b Wyatt	0	Lieut. Macfarlane, c and b Reid	20
K. H. Bager, b Wyatt	16	Comdr. F. C. Baker, b Beck	40
E. Zimmern, c Suther, b Musson	2	Lieut. Wolfe-Barry, b Divett	3
F. Zimmern, c Laslett, b Fry	9	Mid. Suther, b Reid	3
W. D. Polley, b.w., b Musson	8	Lieut. A. H. Musson, c E. Zimmern, b Reid	6
E. J. R. Mitchell, b Wyatt, b Fry	44	Lt.-Col. F. G. Wyatt, c b Divett	28
S. V. Gittins, b Wyatt	32	A. B. Laslett, c Mitchell, b Reid	9
W. C. Hung, b Fry	0	Sub. Lieut. Moseley, b Beck	15
G. E. R. Divett, c Marfianlane, b Wyatt	17	Pte. Fry, c Finch, b Reid	5
A. Reid, b Wyatt	30	Lt. Anstruther, c Baker, b Beck	5
A. C. Beck, not out	5	Lt. Christian, not out	2
Extras	7	Extras	26
Total	179	Total	161

A University Match

In an inter-faculty cricket match played on the University ground yesterday afternoon, the Arts Faculty beat the Medicals by 38 runs.

Taking first knock, the Medicals could only score 75, of which D. K. Sany contributed 39. The Arts Faculty replied with 113, McDougall (25) being the highest scorer.

CRICKETER'S DEATH

Veteran Interport Player Passes Away

Shanghai, Yesterday. The death has occurred of the well-known interport cricketer, Mr. Harry Ollerdesen, from peritonitis.

Many in Hong Kong will remember the veteran cricketer, Harry Ollerdesen, who played here for Shanghai against

Our Sports Diary

LOCAL

Hockey — To-day — Hockey Club v. Punjab Regiment, Marina ground, 5 p.m.

Football — Saturday — Senior Division: St. Joseph's v. South China, Recreation Club, Chinese v. Police, R.A. v. Kowloon; Junior Division: Eastern v. Somersets, Club v. Chinese "B", R.A.M.C. v. South China "A", Recreation Club v. Chinese "A", South China "B" v. St. Joseph's, Ewo v. R.A.

March 8—Shield ties semi-finals.

Cricket — Saturday — Division I: University v. C.S.C.C.; Division II: C.S.C.C. v. University, H.K.C.C. v. R.A.S.C., Recreation v. R.A.O.C.; Friendly — K.C.C. v. C.C.C., C.C.C. II v. D.B.S., R.E. & S. v. K.C.C. II.

Racing — Hong Kong Jockey Club — Saturday, noon.

Fanling — Hunt — To-day — Hounds Meet, Hunters Arms, 3.30 p.m.

Tennis — To-day — H.K.C.C. tournament.

Golf — Saturday — Captain's Cup, Fanling.

Chess — Friday — Championship, G. Woudenberg v. D. E. Carvalho; I. A. Boulain v. J. S. Smith; C. M. Sequeira v. O. Hassan.

Rifle Shooting — April 20 and 21 — Volunteers' annual rifle meeting, Stonecutters.

HOME

Football — March 1 — English Cup (six round); Scottish Cup (fourth round).

Billiards — February 21 to March 29 — Amateur Championship, London.

Hong Kong in November, 1922, when his younger brother was also in the team, then captained by the famous veteran interport Billings.

According to the "China Who's Who," the late Mr. Harry Bertram Ollerdesen was born at Shanghai in 1886, and was of American nationality, seeing war service in 1918-19 as a Lieutenant in the U.S. Army. From 1911 to 1917 he served in the American Co., Shanghai Volunteer Corps. He was educated at the Shanghai Public School; then became a stock broker, and joined the Shanghai Stock Exchange. He married a Miss Louise Cooke.



Left to right, back row: William F. Carey, President of Madison Square Garden; George F. Getz, of the Illinois Boxing Commission, and Jimmie Johnston, co-manager of Phil Scott. Seated signing articles for the boat in Miami between Jack Sharkey of Boston and Phil Scott of London are Johnny Buckley, manager of Sharkey; Frank Bruen, Vice-President of Madison Square Garden, and Charley Johnston, manager for Scott.

TENNIS

Matches at the H.K.C.C. To-day

The Hong Kong Cricket Club's tennis tournament will be resumed this afternoon, when, weather permitting, the following matches will be played.

Open Singles (second round):—W. C. Hung v. S. A. Rumjahn; Ng Sze-cheong v. P. H. Kwok.

Open Doubles (first round):—Kong To-chung and Ho Ka-lau v. J. Barrow and D. M. Macdougall; (second round), M. K. and M. W. Lo v. Luk Kang-cheung and Luk Ding-cheung.

Club Championship (first round):—I. S. Harris v. H. Nijhoff; O. E. C. Martin v. T. J. Price.

Handicap Singles "A":—S. L. Parsons (rec. 3/8) v. G. H. W. Churchill (scr.).

Handicap Doubles:—P. W. J. Plimmer and K. H. Baiger (rec. 4/6) v. T. C. Monaghan and N. L. Railton (scr.).

AMUSING!

What Manila Thinks of Khoo Hooi Hye

The following "write-up" of the visit of Khoo Hooi Hye, the Malayan tennis champion, and Gordon Lum, the Chinese champion, to the Philippines for the Manila championships, taken from an American contemporary, provides amusing reading:

"If Gordon Lum and Khoo Hooi Hye, Chinese top-flight rackets, contrary to general rules, let loose in the Carnival net tournaments the same stuff they dust off in their practice games every afternoon on the Laong Laan asphalt, it cannot be denied, with subordinate clauses, that they are a menace to our first rate racket welders.

"Taking them individually, Gordon Lum, with his former local court experience, when he played in last Carnival meet, as an asset, is a brand new Gordon in his tennis togs. His former slice-drive from the forehand is now a deadly slap at the ball which sends the pellet to the other side of the court with a 'dirty' bounce; his backhand is a combination of Francisco Aragon's and that of Yngayo—saying the least about it, and everyone who has seen him play at the net will not err in saying, 'he knows his tennis groceries.'

Gordon Lum's Weakness "It is difficult to make an offensive out of his service aces, unless one in the calibre of Francisco Aragon knows his game. His subtly disguise cunning is a riddle that is unexpected and puzzling at the same time, and he does not deceive himself with trying to kill the ball everytime—the fault of most of our top-flighters.

"His weakness is in his mid-court ground play where he lacks the necessary abruptness to dive at hot fast rallies sent at furious speed, and his main handicap is—

and sadly to be regretted—his lack of fight, 'tennisly' speaking. It is only through these that points may be scored against him.

"Khoo has too weak a service open at all angles for his opponent to take the offensive from. It is slow, easy, and bounds just the right height for a forehand smack. "His overhands lack that terrific cocksureness and he is easily daunted. Instead of picking up to return the smash when his opponent poses—although he knows best what he is up to—he just brings down his guard, so to speak, and lets the sphere flash or float by.

Backhand Like Lacoste "However, he has a deep court offensive that would catch a baseline player right at the feet and make him stroke out of position or pick-up a weak return that would be very handy for an acute placement to a man right up at the mesh.

"He has a backhand very much like that of Lacoste, where from a horizontal plane his racket smacks the ball flat which often results in an unreturnable stroke, but it is doubtful if he can send them over steadily.

"His forehand drive is deceiving. It is well camouflaged, as his racket starts only a foot from his side when he makes it, thus ably disguising its direction. With the aid of an unfailing network, there's no saying what havoc he may create to local racketers.

"And as both of them assured the writer that they intend not to make fools of themselves in the coming meet, the tennis enthusiasts will have more than they expect to enthuse for."

MOTOR CYCLISTS

Dinner And Presentation of Prizes

At a dinner held at Messrs. Lane, Crawford's last night the awards won in the recent motor cycle reliability trial were presented. Most of the competitors in the event, which was held on January 31, were present.

Mr. H. E. L. Dowbiggin presented the prizes, the Motor Cycle Section Cup (presented by the Texas Company), going to Mr. Rogers, who lost only six points. Mr. Clarke took the premier award. Mr. Smith took the second, Mr. Miller the third, and Lieut. Williams the fourth. The team prize went to Messrs. Rogers, Clarke and Williams.

An enjoyable musical programme was provided by Messrs. Blakeley, "Dick" Barty, Jeeves, Grenham, and Fountain.

SHEFFIELD SHIELD

Big Stand by Ryder and Hendry

Sydney, Jan. 29. A Sheffield Shield match between New South Wales and Victoria was begun yesterday after a delay of three days owing to rain.

Victoria, winning the toss, put in New South Wales, who scored 330. Bradman made 77 and Allsopp 65. At the close of the day's play Victoria had lost 2 wickets for 45 runs.

The match was left drawn to-day.

Victoria scored 222 for the loss of 8 wickets, of which Ryder made 100 not out and Hendry 95.

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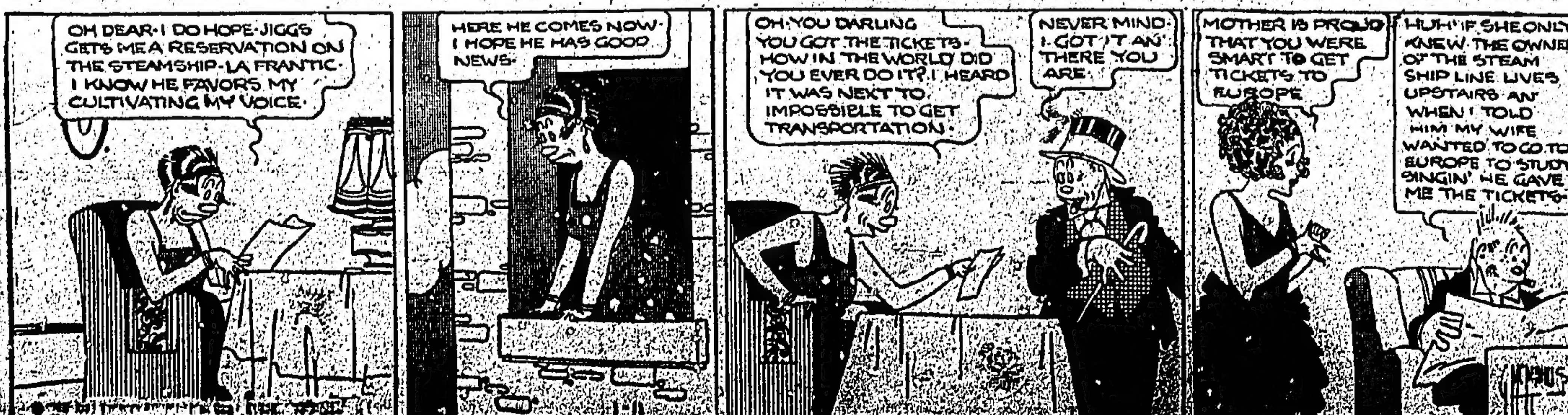
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AN AMAZING RECORD

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Important, too, is the fact that it is the only refrigerator which has an all-steel cabinet. It cannot warp — it cannot sag. It is the perfect cabinet — the safe and simple mechanism which is placed on the top in an hermetically sealed steel casing. Andersen-Meyer & Co., Ltd., David House, Sole Agents.

World News In Pictures

Staff Dinner of Ewo

Cotton Mills, Limited



The annual Staff Dinner of the Ewo Cotton Mills, Limited, held at the Union Club of China, Shanghai. After dinner, a musical programme was gone through, the evening being unanimously voted a huge success. Amongst those present were Messrs. R. Mein Austin (Chairman), H. Martin Little, W. Wakeford Cox, A. M. Cannan (Members of Consulting Committee), R. J. Mc Nicol (Secretary), J. Harrop and W. K. Smith (Mill Managers).—(Photo by Wei Fung).

On Regent Council



This is an exclusive portrait of Dr. Constantine Saratzanu, new member of the Roumanian Regent Council, who is guiding the destinies of the boy King Michael's realm.

Air Mail Creator



An official portrait of former Postmaster-General Harry Stewart New, of Indiana, painted by Wilford S. Conrow, of New York, was loaned by the former postmaster-general for exhibition at the Union League Club, New York. He chose the postmaster-generalship so that he could create the airmail.

Statistics Congress



President Emilio Portes Gil, of Mexico (seated, second from left, rear), inaugurating the Statistics Congress of the Mexican Government. This is a radical department from any other form of Mexican Legislation and was determined upon by the present administration, as a basis for wiser legislation.

Another Royal Marriage



Boris III, King of Bulgaria, and Princess Giovanna of Italy may bring a union of European royalty again this year. Boris had an audience with His Holiness, Pope Pius XI, thus reviving rumours that he is seeking the hand in marriage of Princess Giovanna. The difficulty in the way of the match is a difference in religion between the two. Boris, by the constitution of Bulgaria, must belong to the Orthodox Greek Church, while the Princess is of the Roman Catholic Church. Thus far it has been impossible for Boris to obtain the necessary dispensation from the Pontiff for the nuptials. A solution which has been considered is that the Princess retain her religion and bring up her children as Catholics, except her first-born, who would be reared in the Orthodox Greek religion in order to succeed Boris on the Bulgarian throne.

A "Surprise Party"



For Senate?



Former Governor Ralph C. Brewster, of Maine, has announced that he will become a candidate for the Republican nomination for United States Senator at the June Primaries. Brewster would succeed Senator Arthur R. Gould.

Awarded Papal Cross



Dr. Ellen Ryan Jolly, upon whom the Papal Cross has been conferred by Pope Pius XI. It is the highest honour that Rome can confer on a lay woman and the medal and certificate are in recognition of her services to the Church.

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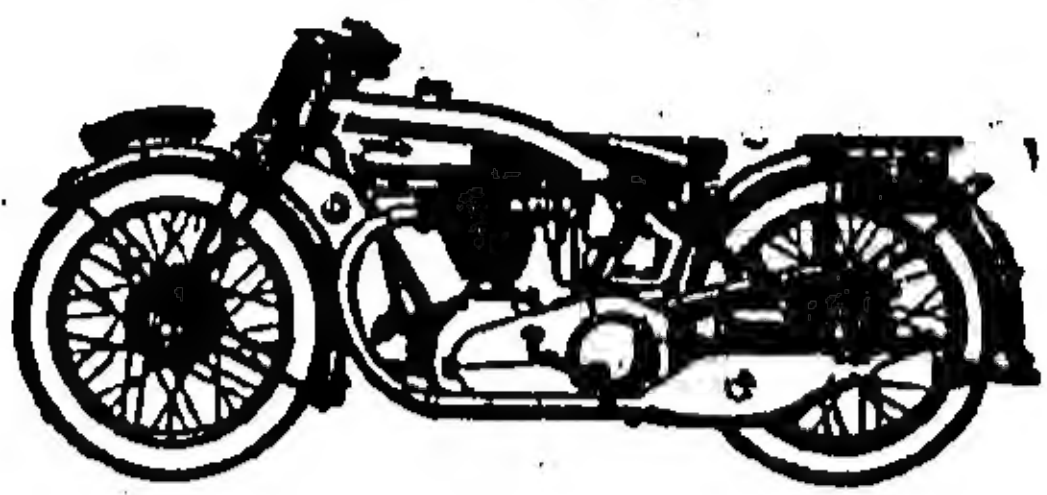
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THE MOTORISTS' PAGE

FIRST IN HONG KONG

"1930" BRITISH MOTOR CYCLES



NORTON

MODEL NO. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON design, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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SOLE AGENTS.

FORD PLANES

New Tri-Motored Type

A new tri-motored, all metal transport aeroplane to be known as the 7-AT type is announced by the Ford Motor Company.

In appearance the new ship will be virtually the same as the 5-AT type; production of which will be continued. The actual dimensions of the 7-AT will follow very closely those of the 5-AT, which has won widespread recognition among professional airmen and air travellers by its performance.

The most essential difference in the latest addition to the Ford air transport line is the substitution of two Wright J-6 motors of 300 horsepower each for two of the three Pratt and Whitney Wasps which power the 5-AT. The nose motor, however, will be a 425 horsepower Wasp, which with the two wing motors will produce 1,055 horsepower. Marked economy of operation is gained by the new arrangement of motors.

The 7-AT type has a wing spread of approximately 78 feet and a

OUR CONSOLATION

The horse is to go,
It has long been said,
Because we have got
Motor-cars instead.
But weep not for him,
Oh, no, please don't;
Most horses will go—
Some motor-cars won't.

length of about 50 feet overall. Its wing area is 835 feet and its height a trifle more than thirteen and a half feet.

The new craft will give a top speed of 134 miles an hour, and its cruising speed is 112 miles an hour. The stalling speed is 63 miles per hour. The radius of action is 625 miles. It has a service ceiling of 14,000 feet—about the height of Mount Ranier, and an absolute ceiling of 15,000, or only 240 feet less than three miles.

The ship can carry a useful load of 5,630 pounds, bringing its total weight, fully loaded, to 12,910 pounds. It can carry 281 gallons of gasoline and 26 gallons of oil. The average width of the cabin is four and a half feet and the average height six feet. The length is a trifle less than 19 feet. Fifteen persons, including the pilot and co-pilot, can be carried. Baggage space has been provided.

Now and unusually attractive exterior finishes, such as that shown on the Ford demonstration plane at last year's aviation shows, are available.

One of the features of Ford aeroplane-cabins is the "Fly metal" interior trim, developed to Ford specifications, and consisting of two thicknesses of duralumin with a score of balsa wood, the latter acting to deaden the noise of the motors.

The cabin is fitted with every convenience for passengers, with roomy, leather-upholstered aluminium chairs, adjustable to three positions, dome lights, individual bracket lights, a wash room, individual windows and interior furnishings that give the cabin a tone of quiet richness, but with an emphatic note of cheerfulness.

The transport has many features of high importance in the interest of safety, which have made the Ford ships particularly appealing to the public. These include reduction of fire hazards, precautions in locating the fuel tanks and the gauging of strength of every part.

Ford planes are employed by many of the best known passenger air line in America, and also by a number of business companies desiring the advantages of their own air transportation, as well as the attendant advertising value.

In addition to the 7-AT and 5-AT, production of the 4-AT powered by three Wright J-6 motors, and the 6-AT, equipped with pontoons for landing on water, will be continued.

TAXI-CAB CRISIS

Singular Situation in Paris

Paris, Jan. 20. A singular situation has arisen in connection with the recent increase in taxi-cab fares. Two thousand of the small owners of cabs, finding that they cannot obtain a sufficient number of fares and that their takings have been reduced by 50 per cent., are talking of selling their vehicles. Other drivers are discussing the advisability of ignoring the new tariff and of accepting lower fares, in the hope of winning back clients.

There are 18,000 taxi-cabs on the streets of Paris, and one of the big companies is on the eve of putting 2,000 more vehicles into circulation in spite of the fact that things are not going well. There is also talk of building large garages and of the Municipal Council ultimately buying up the taxi-cab company. These rumours have served to re-open the flood gates of opposition against the Municipal Council, for if this new enterprise is started, it will be the ratepayers who will have to pay.

All this trouble has arisen through the abolition of the famous green card delivered to the drivers of motor vehicles when they passed through the gates of Paris, and handed back when they returned and paid a tax on any extra petrol in their tank. Another cause of the trouble is the increase of taxi-cab fares to a point at which the cabs cannot compete with the omnibus and tram-car services which the Municipal Council controls.

RAIL VERSUS ROAD

What Enthusiasts Foresee

Enthusiasts for road transport profess to foresee the day when our railways will be converted into motor tracks, but it is much more likely that they will be restored to their legitimate function as carriers for all long-distance traffic other than that of an exceptional nature, such as goods too bulky to be transported by rail.

No arbitrary definition can be given of long-distance traffic, but given effective regulation of road undertakings it is probable that, in general, either goods or passengers can be more conveniently and economically carried by rail over distances much in excess of fifty miles. So far as passengers are concerned, greater distance road tend to become both slower and less comfortable with rail travel. The matter is on a different footing as regards goods traffic, as in this case a balance must be struck between economy and speed. It may be admitted that at the present time, goods can often be carried more than twice the stated distance both more cheaply and expeditiously by road than by rail, but on the whole, the tendency is for the cost of road transport to increase and that of rail transport to decrease, and we believe that the railways are now fully alive to the importance of eliminating vexatious delays by speeding up both collection and delivery, and the elimination so far as possible of idle time at depots.

If we are correct in our surmise, the proper function of road traffic becomes that of acting as a feeder for long-distance rail traffic, and providing local services up to distances of about fifty miles, particularly in the direction of cross-country runs. Such a programme leaves ample scope not only for the existing road carriers, but adequate provision for expansion.—Engineering

CLUES LEFT BY MOTOR TYRES

Criminals and felons can be apprehended under certain circumstances by the imprint of their automobile tyres (says the Scientific American). From a scientific study of the tyre imprint and comparison with marks on record in the Sheriff's office, it is possible to determine the make and size of the tyre, which wheel it is on, and the approximate type, load, and speed of the suspected car at the time the felony was committed. When suspicious-looking tyre marks are discovered near the scene of a crime, a tyre-cure is placed on the ground beside the marks, and measurements and photographs are taken. These data are compared with office records of the 450 different kinds of tyre-tread patterns now in use.

After determining the make, size, and position of the suspected tyre, officers watch for cars having the distinguishing tyre or tyre. By means of the new system of identification, several professional chicken thieves were apprehended recently near Los Angeles. When confronted with the tyre-tread circumstances, the thieves confessed, and were sentenced.

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VACUUM OIL COMPANY

8 CYLINDER

The Popular Swing Continues

After 16 years of supremacy, the six cylinder car has given way to the eight, particularly in the moderate price field. This is shown by the 1930 New York Automobile Show where 28 out of 46 makers displayed eights. At last year's New York show, 23 manufacturers exhibited eights.

Figures on the number of eight cylinder makes exhibited at the New York Automobile Show since 1926 are of considerable interest in the light of this popular swing to eights. At the 1926 show there were 18 makes of eight cylinder cars on display. In 1927 the number was 22; in 1928, 22; in 1929, 23 and this year 28.

The advance from the higher priced six to the eight has now attained the momentum of the historic shift from fours to sixes ten years ago. In 1914 when the swing started, 54.2 per cent of all makes of American cars were fours. To-day only 4 per cent are fours.

Among the first manufacturers to foresee this trend and switch from the four to the six in response to the public demand for greater and more flexible power, Studebaker again played the role of pioneer and pointed the way to the popular priced eight.

In 1927, Studebaker brought out an eight cylinder car, the President Eight, priced to command mass sales. So successful was this move that it was quickly followed by the introduction of the Commander Eight in January, 1929, and by the Dictator Eight last year.

The year 1929 was featured by instance after instance of growing eight cylinder popularity. Registration figures for the first seven months of the year over the same period in 1928 showed an increase of 84 per cent. In eight cylinder registrations in the United States, while sales in the same price class registered a decline of 15 per cent, in 30 leading cities, registration of eights and sixes for the first eight months of last year showed a substantial gain in every city for eights with a corresponding loss in sixes.

A LIMIT

Motor-Bus & Cut-Throat Competition

John Stuart Mill is now out of fashion, but the statement in his classic essay on Liberty that "there is a limit to the legitimate interference of collective opinion with individual independence" remains as true to-day as when it was written. We imagine, however, that few people would now agree that the sole end for which mankind are warranted in interfering with the liberty of action of any of their number is to prevent harm to others. One of the more important proposals for the amelioration of industrial depression, for example, could hardly be defended on the grounds that it does no harm to others, while it unquestionably constitutes a decided interference of collective opinion with individual independence.

One of the mischievous tendencies of the last few years has been the mushroom growth of road transport agencies which, while proving a serious embarrassment to the railways, have only served to delude the public about what constitutes an economic rate of transport. In the boom years of 1927-28, many small companies were formed to operate road passenger services, and these companies succeeded in diverting a large amount of traffic from the railways, partly by affording a novel means of travel, but mainly by offering to convey their passengers at fares markedly below the current rate by rail.

These companies enjoyed several fortuitous advantages, at apart from the fact that they were only called upon to pay a relatively small proportion of the cost of road maintenance, they were at liberty in many areas to select the most profitable, while ignoring unremunerative services, and to employ relatively unskilled, and consequently low-paid labour, entirely at their own discretion. Finally, no effective measure was in existence to ensure that the vehicles which they employed were either suitable or safe for the services.

In spite of these advantages, however, it is an open secret that many of these companies are now faced with the alternatives of either ceasing their activities or substantially increasing their fares. There can be little question, therefore, that the cheap fares will be given to the continued existence of uneconomic road transport by the implementation of the new Transport Act. There is no reasonable doubt that this Act will pass on to the Statute-book in due course, and it includes measures for removing all the anomalies to which reference has been made, other than increased liability on the part of road transport undertakings for the expense of the roads on which they run, to the credit of the State.

WILLYS-OVERLAND

In a Strategic Position

With its announced policy of conservative production to meet the demands of the buying public, Willys-Overland starts 1930 in a particularly advantageous position.

The 1930 programme calls for the operation of the factories at Toledo, Ohio; Elmira, N.Y.; Pontiac, Mich.; Los Angeles; Berlin and Manchester, on schedules which permit the highest efficiency and economy. At the same time, the resources of this immense manufacturing organization make it possible for Willys-Overland to speed up production at any time to meet unusual demands.

This eliminates the necessity faced by so many manufacturing companies of rushing production early in the year and building up a surplus, which may be left in the store rooms at the close of the year. In the matter of distribution, the location of its various plants gives Willys-Overland another advantage, reducing costs of delivery and eliminating delays.

The main plant of the Willys-Overland Company at Toledo, Ohio, has a capacity of more than 2,000 cars a day. The Willys Foundry and Machine Co. at Pontiac, Mich., where Willys-Knight motors are made and assembled, is one of the most complete and modern motor building plants in the world. Castings for all Willys-Overland cars are made here.

Transmissions and other parts for Willys-Overland cars are made in the Willys-Morrow, Inc. plant at Elmira, N.Y. A complete assembly plant at Los Angeles provides facilities for economical operations on the west coast.

Willys-Overland, Ltd., at Toronto, one of the most progressive of Canadian factories, is of major assistance in supplying the Canadian demand for Willys-Overland products. Willys-Overland-Crosley, Ltd., at Stockport, England, and the manufacturing plant at Berlin, provide cars for European distribution.

It may be said that they have taken every precaution to ensure the reasonable comfort and safety of their passengers, and the fair treatment of their staff, and they have only run at uneconomic rates when they were forced to do so by unfair competition. The position of these companies in the future is of considerable interest to the public.

BUYERS' GUIDE

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ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
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MOTOR CYCLES.

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ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

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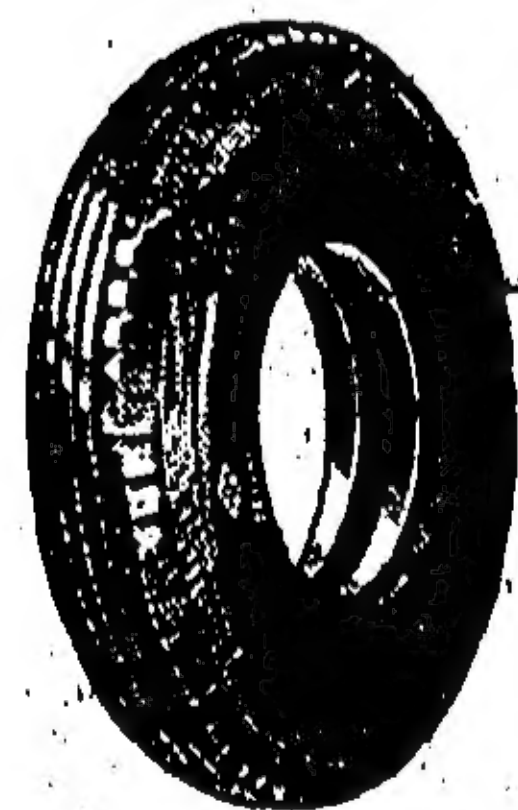


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BIG GAME HUNTS

With Car, Lasso, and Camera

Motor car, lasso and camera in place of high-powered rifles are coming into style as the popular diversion in staging big game hunts in Australia, according to C. S. Fletcher, Studebaker representative.

That this form of hunting is vastly more exciting and more sportsmanlike is pointed out in a letter from Mr. Fletcher, since the new form of hunt calls for release of the quarry uninjured after the catch. He describes the new fashion in hunting as follows:

"The scene of the hunt was thirty or forty miles outside the city of Leeton—right in the middle of the bush. For equipment we had two Erskine cars, a Sedan and a Tourer, a lasso and a camera to record the success of the day.

"After scouring the countryside for a couple of hours, we spied four emus. We singled out one and the chase was on in earnest. It scampered around through the undergrowth and over rough ground that forced us to travel between thirty-five and forty miles an hour. Finally the bird seemed satisfied that it could outrun the car and started across the plain. The going was horribly rough but by virtue of the absence of trees, the Erskine managed to gain rapidly.

The Humiliated Emu

"Capture was effected by 'Texas' Jack, who rode the running board of the careening car and tossed a lasso over the bird's head. The problem then arose of standing behind the emu while photographic evidence was taken. Emus are far more talented in kicking than the toughest mule. Unlike the mule, however, they kick forward instead of backwards and it must be admitted that they are very accurate shots. With the picture made, the humiliated, but uninjured emu was released."

Next on the programme was a kangaroo chase. After hours of cruising the hunters finally caught sight of a big fellow who seemed to offer everything that might be wished for in a specimen.

"We anticipated no trouble in landing him," Mr. Fletcher continues, "but he led us a very merry fifteen-mile chase before finally being captured. Although not classed as a ferocious animal, the kangaroo nevertheless has powerful weapons of defence. His forefeet are equipped with long and extremely sharp claws. With these he can grasp a dog or man in a vice-like grip and rip and tear most devastatingly with teeth and hind claws, while 'sitting' on his strong tail.

"One method of attack consisted of seizing the great tail and lifting it off the ground, whereupon the kangaroo was off balance and practically helpless. Even so, holding the tail is no job for a weakling and getting behind him to seize the tail no mean feat.

"The hunt continued and before the end of the day our bag consisted of five grown kangaroos, four baby kangaroos, one emu, one eagle, five ducks and one of the largest specimens of our most deadly snake—the black snake. The last named, incidentally, was not given the courtesy of release accorded our other captives.

"It might be mentioned that the hunt was so eminently successful," he concluded, "that one of the party posted a £250 challenge with a Leeton newspaper to any other party of similar size duplicating the feat with any other make of car than Erskine or Studebaker."

A CITY OF CONTRASTS

"Bangkok, the capital of Siam, is a city of amazing contrasts," writes Major C. Lestock Reid in the February Wide World Magazine. "In its crowded, brilliant-coloured streets, the latest Rolls-Royce crawls along behind the most primitive bullock-cart, and police and soldiers in ultra-modern and very Germanic uniforms (save for the Royal Guard) rub shoulders with civilians clad in the most primitive of Eastern robes.

"You can take a taxi and find it a much better and more powerful car than those that ply for hire in London or Paris; but the drivers are so incredibly ignorant that they have to be directed street by street, even if your destination is the Royal Palace itself!

"If you don't care for a taxi you can have a riksha—probably the earliest form of wheeled transport—and direct the coolie (always presuming you know the way yourself) by the simple process of saying: 'Right', 'Left', or 'Straight on' at crossroads. Always presupposing that you survive the dangers of those close roads—a bit of a toss-up in that matter of unregulated traffic—you can be comfortably assured that the coolie will go the correct way, or he has one more of the rikshas plying in the city can tell right from left!

WELDING

Remarkable Method of Manufacture

Among those whose knowledge of Ford methods is derived from articles in the Press and magazines, it is often imagined that the outstanding point of interest in Ford factories is production in very large number due to the elimination of waste motion and to the use of the most modern machines, tools and fixtures and manufacturing methods that unlimited resources and years of conscientious effort have been able to produce.

The company, however, never depends upon accelerated individual effort for its production. To the trained observer a production of over 9,000 cars and trucks a day, averaging 2,000,000 finished jobs a year, is less remarkable than the smooth unhurried precision with which it is done. One never notices any confusion in a Ford factory. Many new processes are employed, some of them epochal of their kind, and these given the new Ford the remarkable combination of quality and strength that have aroused so much world comment.

A Wonder Tale

A very striking example of this "difference" in Ford methods provides the subject of this article. The age-old task of welding, first practised by the blacksmith, has been developed in a way that can justly be claimed to provide a wonder tale of modern industry. In the production of the new Ford, welding has been turned into the keystone of a new manufacturing method, and the Ford works have been transformed into the world's greatest welding laboratories.

The practical result of this achievement is that forgings and stampings can be united into integral parts of strength, lightness and beauty at a speed unequalled hitherto. The important outcome is a motor-car in which no castings are used except in the cylinder block, which like other cylinder blocks, is made of cast iron.

Welding in the Ford factories is the transformation of two pieces of metal into one solid piece. In order to apply welding so extensively and efficiently to the new Ford car, it was necessary to adopt methods that would seem almost revolutionary in some plants. In many instances machines had to be designed that were radically different from any in existence, and tools and fixtures never before heard of were made.

Perfect Results Secured

The results, however, have more than justified expectations. The process has helped to make the new car at the same time one of the most economical and sturdiest ever manufactured.

Destructive tests have shown in a remarkable way the enormous strength of the metal at the point welded—proving, in fact, that the point of weld is the strongest of all. The new Ford Model "A" chassis has over 150 forgings, 390 electric butt welding and 300 spot welding operations. 90 per cent. of all its steel parts are forgings.

The whole car, in fact, may be described as a welding design, and this affords one of the outstanding reasons for its strength, beauty, lightness and speed.

MOTOR-CAR CARRIER

Freight Steamer Fitted With Lifts

The Tyne Dock Engineering Co. have accomplished an interesting job in converting the Dovenden, formerly the Howick Hall, into a transporter for carrying cargoes of assembled motor-cars, with elevators to carry the cars from the upper to the lower decks.

"The vessel, which has a gross tonnage of 5,096, was built at Glasgow in 1910, for the United States Steel Products Co., and, her conversion is understood to be the first job of its kind ever done on the Tyne. The Dovenden, now owned by Messrs. McAllum and Co., is having extra decks constructed, and also a new wooden deck about nine feet below the main deck in Nos. 1, 2 and 3 holds. The old cargo doors at the side of the ship have been removed and six large openings have been made, while six special watertight doors are being fitted.

These doors will open on a level with the upper deck, and in the hatchways steel frame elevators of the trellis type are being installed. Two portable elevators are also being provided. Fitted with all the safety devices, and to meet the requirements of the Factory Act, the lifts will travel from the upper deck to the lower decks, and facilitate the conveyance of motor-cars from the cargo doors down to the storage quarters, and vice versa.

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ROAD-RACING

Wash Speed Course
Proposals

SCHEME OUTLINED

The proposals for the ambitious scheme for building a vast speedway on the foreshore between Boston and Skegness have been taken a stage farther, and the sponsors, the newly-formed Automobile Racing Association, have high hopes of bringing the project to fruition.

Since Brooklands is no longer available for attempts on short-distance records, owing to an international ban, there is a very definite need for a suitable track in Britain.

A Fifteen-Mile Course

At present British motor cycle riders who wish to attack flying kilometre or flying mile records have to visit Arpajon, in France, and to add to the difficulties there is only one Arpajon meeting a year. For car drivers the position is worse still, since speeds have become so high that for attempts on the world's maximum speed record only such places as Daytona Beach, Florida, or Verneuk Pan, in Africa, are of use.

The first proposal of the Automobile Racing Association is, therefore, to build a straight course of 15 miles; this is to be at least 100 feet wide, absolutely flat, and to be surfaced with a non-skid material. But the scheme goes farther than this, and it is now proposed that there shall be a racing circuit as well. This T.T. track is to include part of the main track, and be completed by a loop road 45 ft. wide and eight miles in length. Various bends and corners will form part of the loop, so that true road conditions are obtained.

Other plans include the building of a motor-boat waterway a mile in length, a grandstand four miles long, to be situated along the middle section of the course, and an aerodrome. Roughly, 10,000 acres of the Wnau will be reclaimed if the project is carried out, the width of the area being about a mile. Protection along the sea will be necessary along the whole length, and this will be obtained by means of a sea-bank faced with concrete.

From these details it will be seen that the project is extremely ambitious. Actually, an expenditure of at least £300,000 has been suggested as being necessary, and it may well prove extremely difficult to obtain so large a sum. But, apart from revenue derived from racing and record breaking by cars, motor cycles, and motor boats, there is the land reclaimed, and it is also proposed that the track should form a toll road between Skegness and Boston. At present the road between these towns is tortuous in the extreme.

The foreshore is at the moment controlled by the Board of Trade, the Duchy of Lancaster, and the Commissioners of Crown Lands, and it is understood that these bodies will be willing to meet the Automobile Racing Association in the matter so long as the rights of local residents are not violated.

There was an official enquiry into the proposals by the Board of Trade and the Ministry of Agriculture. The Board of Trade Inquiry Mr. G. G. L. Du Cann, barrister, of London, who appeared on behalf of the Association promoting, outlined the scheme. He said the area was approximately fifteen miles in length, with an average width of three-quarters of a mile. The main speedway would be from twelve to fifteen miles long and 200 yards wide. It would be in a straight line, and perfectly flat; both sides would be fenced with concrete posts and wire. Down the centre would be a roadway 100 ft. wide, with return loop road about five miles long and 60 ft. wide. Access to the sea would be provided at suitable intervals by means of gateways.

Along four miles of the speedway would be a spectator's stand 30 ft. wide, which would be in the form of a raised platform, partially roofed in. The track would be protected from the tide by a huge sea wall. The racing tracks available did not provide scientific data, and the present one would supply that deficiency and meet all requirements.

The local authorities and private owners who had put forward objections had not done so in opposition to the scheme, but to preserve their rights on the foreshore in the matter of drainage and so on. The Association believed they would be able to meet those objections satisfactorily. Mr. Howard, one of the directors, gave evidence on behalf of the Association, and also its president of the Marine Motor Association.

He estimated that two thousand men would be employed if the scheme were carried out, and that the work would take about two years.

Captain Malcolm Campbell said he had been searching all over the country for a suitable speed track and he was satisfied that the one proposed would fulfil all requirements. In fact, it would be the most ideal track in the world, and make the Lincolnshire district the Mecca for all speed events. Capt. Campbell said he was convinced of the practicability of the scheme.

Ideal Testing Ground

Captain W. Barnato, another director of the Association, said there was no place at present where car manufacturers could test out their products, and from that point of view the project was a very desirable one. To those who might say, "What was the use of a racing track?" he would reply that it helped towards what he described as road worthiness. A considerable amount of additional evidence was given in support of the scheme, amongst others by the Clerk to the Holland (Lincolnshire) County Council, the Mayor of Boston, who spoke for the Borough Council, and the chairman of the Skegness Urban District Council, all of whom spoke of the benefits which would accrue.

Mr. F. W. Dennis, a well-known Lincolnshire agriculturist, raised the question of whether, in connection with the construction work, agricultural labourers would be attracted, and in that way agriculture might suffer. Mr. J. H. Hutchinson, a member of a big engineering firm, who gave evidence as to the roads, said he did not think agriculture would suffer in the way mentioned. The men required for the work would be unskilled, and the contractors would also bring along with them a large body of men; and there need be no fears for agriculture.

The view of the Board was that by electing to proceed on a non-statutory basis, the Association must come to terms with the people affected by the scheme. If they were unable to do so, the Board would have to go into consultation with the Ministry of Agriculture to consider whether the outstanding objections would prevent the Board from giving consent. If there was any doubt the promoters would be told they must go to Parliament in order to obtain powers to carry the thing through. There was really no serious opposition, and the Inspector will report in due course.

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"TALHYBIUS" 28th Mar. Genoa, Havre, Liverpool & Glasgow

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via KOBE & YOKOHAMA.

"PROTESILAUS" 8th Mar. Victoria, Vancouver & Seattle

"KEENUN" 12th Mar. Victoria, Vancouver & Seattle

INWARD SERVICE.

"PROTESILAUS" Due 2nd Mar. For Kobe & Y'hama.

"OANFA" Due 2nd Mar. For S'hai, Moji, Kobe & Y'hama.

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

It is notified for information that with effect from 26.2.30 the local currency rates for radio telegrams to the countries named below will be increased as shown:-

Indo-China	\$0.65
Siam	\$0.80
Netherlands East Indies	\$1.10

INWARD MAILS

From	Per
FRIDAY, FEBRUARY 28.	
U.S.A. (Seattle, Feb. 8), Japan and Shanghai. President Pierce.	
Japan, Shanghai and Europe via Siberia	
(London, February 8)	Macedonia
SATURDAY, MARCH 1.	
Shanghai and Swatow	Sunning
MONDAY, MARCH 3.	
Straits	Atsuta Maru
Manila	President Madison
TUESDAY, MARCH 4.	
U.S.A. (San Francisco, Feb. 6), Honolulu,	
Japan and Shanghai	Taiyo Maru
FRIDAY, MARCH 7.	
Japan and Shanghai	Kashmir
SATURDAY, MARCH 8.	
Canada (Victoria, Feb. 15), U.S.A., Hono-	
lulu, Japan and Shanghai	Empress of Canada

OUTWARD MAILS

For	Per
THURSDAY, FEBRUARY 27.	
Swatow	Selstan 3.30 p.m.
Amoy	Tai Yuan 3.30 p.m.
Samshui & Wuchow	Kochow 4 p.m.
Saigon	Yingchow 5 p.m.
FRIDAY, FEBRUARY 28.	
*Shanghai and Japan	Shidzuoka Maru 8.30 a.m.
Swatow, Amoy and Foochow	Hai Yang 1 p.m.
Straits, Ceylon, India, Mauritius,	
E. & S. Africa, Aden, Egypt &	
Europe via Marseilles	Macedonia
	(Due Marseilles, March 28.)

K.P.O.	G.P.O.
Parcels	Feb. 28, 4.30 p.m.
Registration	Mar. 1, 9 a.m.
Letters	Mar. 1, 9.45 a.m.
	Letters
	10.30 a.m.
SATURDAY, MARCH 1.	
Japan, Honolulu and South Ameri-	
can Ports	Rakuyo Maru 5 p.m.
Saigon	Wai Shing 5 p.m.
SUNDAY, MARCH 2.	
Swatow, Amoy & Formosa	Canton Maru 9 a.m.
Bangkok via Swatow	Kaying 9 a.m.

* Superficial correspondence only.

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BRITAIN AND BOXER INDEMNITY

NO DEFAULT IN PAYMENT ON HANKOW DEBENTURES

EXTRALITY QUESTION

London, Yesterday.
In the House of Commons to-day at question time, Mr. Arthur Henderson stated that so far as he was aware there was no default of payment of the interest on debentures on the ex-British concession of Hankow, except in respect of interest for the first half of 1927, which was paid in depreciated notes on Hankow Central Bank. He had received no communication from British missionary societies in regard to extrality in China.

The Foreign Secretary also stated that the draft of the agreement in regard to the Boxer Indemnity had been reached between His Majesty's Minister, Sir Miles Lampson, and the Chinese Foreign Minister, Dr. C. T. Wang, for the consideration of both Governments, and he was awaiting the text.—Reuter.

Rugby, Yesterday.
The Foreign Secretary stated that the Government are in negotiation with the Chinese Government for a return of accumulated and future instalments of the Boxer indemnity to the Chinese Government on terms in harmony with the report of the Advisory Committee set up in 1925.—British Wireless Service.

POINCARÉ'S RETURN TO POLITICS

INTERVENES IN FORMATION OF THE TARDIEU CABINET

PREPARED TO RESUME

Paris, Yesterday.
M. Poincaré has intervened in the negotiations for the formation of the Tardieu Cabinet, and to-day interviewed M. Besnard, the ex-



M. Raymond Poincaré

War Minister, and prominent member of the Radical Party in the Senate. It is noteworthy that M. Poincaré, as soon as his health permits is undoubtedly prepared to resume the responsibilities of Government, if called upon.—Reuter.

Later.

M. Tardieu has accepted the invitation to form a Cabinet.—Havas.

GIFT TO PRESIDENT

Coachman's Son's Rise to Fame

Prague, Yesterday.
On the occasion of the eightieth birthday on March 7 of Masaryk, the first President of the Republic, Parliament has voted him a personal gift of over £120,000. Masaryk, who was the son of a coachman, started life as an employee of a Vienna locksmith.—Reuter.

NO SILVER DUTY

China to Impose No Restriction

Nanking, Yesterday.
The Finance Minister Mr. T. V. Soong has issued a statement to the effect that the Government have decided not to impose import duty or any other restriction on silver.—Reuter.

AIR MAIL SERVICE MUDDLE

WILL HOLLAND REFUSE BRITAIN FACILITIES?

STRANGE HESITATION

London, Yesterday.
In the House of Commons to-day, Commander Kenworthy asked when the establishment of the Britain to Australia air mail service was expected, and whether arrangements had been made with the Dutch Government for the use of landing grounds, aerodromes and facilities for flying boats in the Dutch Indies.

Mr. F. Montague replied that he could not give a definite date and answer the second part of the question in the negative, but no trouble was anticipated in the negotiations with Holland, especially in view of the fact that the Dutch had facilities from us at Singapore.

Commander Kenworthy declared that there was hesitation to grant facilities in view of possible reprisals.

Mr. Montague said that there was a good deal of misapprehension in that connection. It was a matter within the jurisdiction of the Indian Government, who hesitated to grant facilities to the British as well as to the Dutch until the meteorological, wireless and ground organisation was complete for these flights.—Reuter.

NEW MINISTER OF WAR

Nanking, Yesterday.
The Central Political Council has appointed Ho Ying-ching to be Minister of War, Ma Fu-hsiang as chairman of Anhui Provincial Government and Ko Ching-en as Mayor of Tsingtao.—Reuter.



JUST A DISMAL SURPRISE!

Isn't it a horrible thing
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from that visit —
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